



## 1. Geographical report on the Bird-Truax Trail : its history and geography with gazatteer [sic] gazetteer of place names and topographically accurate maps

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GEOGRAPHICAL REPORT  
on the  
BIRD-TRUAX TRAIL

ARCHIVE COPY

PIONEER TRAIL RESEARCH

Steve F. Russell  
Iowa State University  
1990



GEOGRAPHICAL REPORT

on the

BIRD-TRUAX TRAIL

Its History and Geography

with

Gazatteer of Place Names  
and  
Topographically Accurate Maps

Steve F. Russell

Iowa State University

FIRST EDITION

July 15, 1990

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## AUTHOR'S COMMENTS

Bird-Truax Report

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### Author's Comments:

#### 1. Different spellings of "LoLo" used:

Lou Lou	2 times	(alternate spelling of Lou Lou)
Lou-lou	1 time	(alternate spelling of Loulou)
Loulou	36 times	(reference to the trail? and Bitter Root Lolo?)
Lolo	8 times	(Clearwater Lolo?)
Loulo	1 time	(mis-spelling of Loulou)
Lo Lo	5 times	(alternate spelling of Lolo?)
Lu Lu	4 times	(alternate spelling of Lou Lou)

#### 2. Updates on route designations

1. Northern Nez Perces Trail. ( actually a rope braid of parallel routes). The routes used by the Nez Perce, Flathead, and Shoshone to travel from the Bitterroot Valley in Montana to the Salmon fishing grounds on the Lochsa and Clearwater rivers in Idaho. This use generally stopped after 1900.
2. Lewis and Clark Trail. The routes used by the Corps of Discovery under the command of Lewis and Clark (also referred to as the Lewis and Clark Expedition in 1805-1806.
3. Loulou Trail. The (I think this is what the northern trail became known as in the gold rush days) Loulou Trail (or Northern Nez Perces Trail) as partially documented in the wagon road reports.
4. Bird-Truax Trail. The route established by the surveys of the Bird-Truax trail crew for the Virginia City and Lewiston Wagon Road.
5. Nee Mee Poo Trail. The route used by Chief Joseph and General Howard in the Nez Perce Indian War of 1877.

#### Lolo Trail

#### Wheeler Trail

6. The route established as a maintained, and documented, trail by the U.S Forest Service between about 1895 and 1927.

7. The route established by the U.S. Forest Service in about 1934 as a single-lane motor road for vehicles and called the Lolo Motorway to distinguish it from the previous trails suitable only for travel by foot or horse.
8. The motor road that follows the Lolo Trail today (in August 1986) which is somewhat changed from the route of 1935.
3. make a table of abbreviations such as USFS, USGS, Mi., etc
4. spelling on canyon vs cañon



Organization of Tables, Endnotes and Footnotes Ctrl-F7

Table of Contents: pages 926 & 626 Alt-F5,5,3 to define  
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## PREFACE TO THE FIRST EDITION

Preface to FIRST edition

research inspired by ralph space publications

format inspired by NPRR report and by white's book on thompson

## PREFACE TO THE DRAFT EDITION

This report is the product of two years of research work and was written to provide a record of the author's efforts to document and geographically verify the existence, history and location of the Bird-Truax Trail. This is by no means a completed effort and much work remains in further site verifications and more accurate map preparation.

The Bird-Truax Trail is known in history as the Lewiston and Virginia City Wagon Road. In spite of much effort and a nearly \$50,000 federal expenditure, a true wagon road never was constructed. This considerable effort was, however, not wasted because it resulted in the survey and construction of a pack trail that was to serve as a major summertime route over the Bitterroot Mountains for the next 71 years. In fact, the survey of the route was so good that very few changes were made even when the trail was replaced with a single-lane motorway in the 1930s. The motorway follows or is actually placed on top of the trail over much of the route.

The Bird-Truax Trail generally follows the same route as the well known Lolo Trail from Weippe, Idaho to Lolo, Montana. This route is of great historical significance because it was the route of Lewis and Clark over the most difficult mountains they had faced. It was also the route used by Chief Joseph of the Nez Perce Indian, tribe, and by General Howard in the Nez Perce Indian War of 1877.

As a matter of fact, the route now generally recognized as the Lolo trail is actually the exact route surveyed and developed by the Bird-Truax crew. The Lolo trail of the past 120 years is not totally the same route followed by Lewis and Clark in 1805-1806 although it coincides in many places. This fact seems to have received little attention except that given by Ralph Space in his books and articles on the Lolo Trail and Clearwater country in Idaho.

The general route of the Lolo Trail, and its numerous minor



variations, has been used for several hundred years, first by the native indians and then by the immigrating white man. It is possible to identify several major milestones in its development over the past 180 years. In the research associated with this report, the following routes, listed from earliest to latest, were used as reference milestones:

1. The routes used by the Nez Perce, Flathead, and Shoshone to travel from the Bitterroot Valley in Montana to the Salmon fishing grounds on the Lochsa and Clearwater rivers in Idaho. This use generally stopped after 1900.
2. The routes used by the Lewis and Clark Expedition in 1805-1806.
3. The Loulou Trail (or Northern Nez Perces Trail) as partially documented in the wagon road reports.
4. The route established by the surveys of the Bird-Truax trail crew.
5. The routes used by Chief Joseph and General Howard in the Nez Perce Indian War of 1877.
6. The route established as a maintained, and documented, trail by the U.S Forest Service between about 1895 and 1927.
7. The route established by the U.S. Forest Service in about 1934 as a single-lane motor road for vehicles and called the Lolo Motorway to distinguish it from the previous trails suitable only for travel by foot or horse.
8. The motor road that follows the Lolo Trail today (in August 1986) which is somewhat changed from the route of 1935.

The Bird-Truax crew named many of the geographical features along the route but their names have not survived the ravages of geographical naming processes that were used by many of the cartographers and government survey parties in the early west.

I think that, generally, they had no way of accessing many of the extant historical documents and thus records like the wagon road report that this report is based on had no influence. It is impossible to tell how many of the geographical feature names given in the report were original with the Bird-Truax crew. It is highly likely that most of the most prominent features had names already well established by the indians, trappers and miners which traveled the region frequently. It is interesting to note that some of the same features were given two different names by two different authors in the wagon road report. I think this shows that the names were created by the crew or were, at least, only vaguely established.

I am hopeful that this research can be used to authenticate many of the place and feature names used by the Bird-Truax crew and that they can eventually be adopted in future maps by the USGS and USFS. This report will aid in establishing their existence and location.

I am also hopeful that this research will result in the realization, by historians and cartographers, that the pack trail surveyed and developed by the Bird-Truax crew is the same route that is called the Lolo Trail in modern times.

Steve F. Russell  
Ames, Iowa  
February 29, 1988



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## INTRODUCTION

This paper documents the history and geographical location of the Bird-Truax Trail surveyed in 1866 which was the mountainous segment of the planned *Virginia City and Lewiston Wagon Road* that was never built []. This wagon road was a federally-funded project in 1866 and was proposed to be built from Lewiston in Idaho Territory to Virginia City in Montana Territory. It failed because of the high cost of materials and labor in the newly-discovered gold country and because the terrain through the Bitter Root mountains was so severe. This trail is now historically called the *Lolo Trail* although its predecessor, the *Northern Nez Perces Trail*, was known by the gold miners as the *Lou Lou Trail*.

The trail survey conducted by the Bird-Truax party closely followed the *Northern Nez Perces Trail* which was also called the *Khusahna Ishkit* or "Buffalo Trail". In some places, it also followed very closely the route over the Bitterroot Mountains used by Lewis and Clark.

The purpose of this research report is to provide accurate geographical references for the location of the trail and to preserve the identity of geographic landmarks named by the Bird-Truax trail crew.

Location and identification of geographic references was made using the original records of Bird, Truax, Marcy, and Nicholson. In addition, National Archives maps, modern topographical maps, and personal site visits were used by the author to establish the precise location of the place name references that appear in the original records.

Most of the effort was spent trying to locate and document the trail between Weippe, Idaho and Lolo Hot Springs, Montana since much of it is still in its primitive state. The section of the route from Lewiston, Idaho to Weippe Prairie had already been well established prior to 1866 as the Pierce City Wagon Road. It was built as a wagon road to the gold mines of Oro Fino and Pierce, Idaho. The planned route from Lolo Hot Springs, Montana to the mouth of Lolo Creek, Montana cannot be established because it was never surveyed. The Bird-Truax crew followed the *Northern Nez Perces Trail* along this segment of the route. It is reasonable to assume that they had planned to follow the grade of the creek much as the modern highway does.

From the mouth of Lolo Creek (Montana) to Missoula, they planned to use the route already established by the settlers in the Bitter Root Valley. From Missoula to the Deer Lodge Valley they planned to use the well-established Mullan Wagon Road. Established wagon roads built by the gold miners were to be used from the Deer Lodge Valley to Virginia City.

The appendices of this report contain most of the detailed research information and should be studied by serious researchers.

### HISTORY AND BACKGROUND

The existence of the Lolo Trail spans several hundred years, but written documentation of its existence and its route began on Tuesday, September 10<sup>th</sup> in 1805 [1]. This is the day when the *Corps of Discovery*, under the joint command of Capt<sup>s</sup>. Meriwether Lewis and William Clark, began their journey west from their Traveler's Rest Creek camp near Lolo, Montana to the Weippe Prairie near Weippe, Idaho. They documented their route in great detail and thus provided modern historians and archaeologists with a wealth of information. The explorers attempted to follow the Nez Perce buffalo hunting trail that was well established at that time, but they were not entirely successful so the original buffalo hunting trail and the *Lewis and Clark Trail* differ for many segments.

Lewis and Clark Trail 1805-1806
------------------------------------

To the Nez Perce, the route we now call the Lolo Trail was the *Khusahna Ishkit* [2] or buffalo trail to the hunting grounds in Montana. They used it to meet with the Flathead tribe in the Bitter Root Valley and travel east with them to hunt buffalo in the Gallatin Valley and on the Musselshell River. The *Khusahna Ishkit* was also used to travel to the fishing weirs on the upper Lochsa River. The route used by the Nez Perce stayed on the highest parts of the ridges unless a major obstacle such as a timber blowdown or rocky cliff prevented it. It also appears that they burned the tops of the ridges to make the going easier and to make the visibility better. Good visibility was important because the *Khusahna Ishkit* was also used by the grizzly bear that were numerous in Clearwater country until the 1900s!

Khusahna Ishkit 1800
-------------------------

The next newcomers to travel the Lolo Trail (after Lewis and Clark) were the beaver trappers. We have little documentation from them and much work remains to be done in gathering together what is left. In the 1820s and 1830s, several fur

companies, with hundreds of men, covered the entire Northwest U.S. in search of beaver. Space [] has briefly described a trip over the Lolo Trail in 1831 that was made by a party led by the fur trader, John Work. By the mid 1840s, most of the beaver in the northwest were gone along with many of the buffalo and most of the mountain (Bighorn) sheep []. Thus, the Lolo Trail would experience a temporary decline in traffic.

In September of 1854, Lieutenant John Mullan travelled the Lolo Trail with a survey party as part of the explorations for a Pacific Railroad under the direction of Issac I. Stevens. Mullan would report that the route was unsuitable because it was too rugged. A few years later, Mullan would lead the survey and construction of a military wagon road from Fort Benton, Montana to Walla Walla, Washington. He chose the Coeur d'Alene Pass and not the Lolo Pass for his route. Issac Stevens became the first governor of Washington Territory but he was called to duty in the civil war and was killed.

Gold miners from the California gold fields worked their way north into the Clearwater country in the late 1850s and early 1860s. When gold was discovered at Pierce, Elk City, and Florence, another "gold rush" began. Lewiston, Idaho Territory, quickly grew into a trade center for the miners and a wagon road (actually more of a pack trail for horses and mules) was constructed to Pierce City and the placer mines of Oro Fino and Rhodes Creek. The Pierce Cty. Wagon Road connected with the *Khusahna Ishkit* at Weippe Prairie so the Lolo Trail was the main route between this area and Montana and it was frequently used. The gold miners and explorers of this historical period called the *Khusahna Ishkit* the Northern Nez Perces Trail [].

In the 1860s, the merchants of Lewiston started a campaign to get the federal government to build a wagon road from Lewiston to Virginia City, Montana []. Lewiston wanted to compete with Fort Benton, Montana and Corinne, Utah as a supply source for the gold fields of Montana. Finally, an appropriation of \$50,000 was made to build the road. In the spring of 1866, the wagon road survey commenced at Weippe Prairie. The route chosen by the civil engineer, George Nicholson, is the route that is most commonly recognized today as the Lolo Trail. It closely followed the *Khusahna Ishkit* when appropriate, but was surveyed to the best grade possible for a wagon road. The trail was expertly graded in and out of the many deep saddles -- a remarkable feat considering the primitive equipment, rough country, and the heavy timber. Many times as I have been locating the trail, I've found its location by considering the route with the best grade -- even when it went along a very steep sidehill as it does west of Moon

Lolo Trail of 1866
-----------------------

Saddle. The construction crew cleared the right-of-way and built a pack trail on the surveyed route from Weippe Prairie to Lolo Pass. The coming of winter and the high cost of labor and supplies in the gold country eventually doomed the project. Although the wagon road was never completed, a first class pack trail was constructed and became the *Bird-Truax Trail* or the Lolo Trail of 1866.

During the Nez Perce war of 1877, the *Bird-Truax Trail* was used by chiefs Ap-push-wa-hite (Looking Glass), White Bird, Too-hul-hul-suit, and Joseph to lead a party of Nez Perce men, women, and children east into the Bitter Root Valley of Montana Territory []. The Nez Perce were followed a few days later by a column of cavalry led by Major General Oliver Otis Howard. Some of the modern place names of the area were introduced as a direct result of this conflict. The route during this time is sometimes referred to as the *Nee-Mee-Poo Trail*.

Around 1904, the *Bird-Truax Trail* was travelled by Olin D. Wheeler as he worked to locate the *Lewis and Clark Trail*. Although Wheeler's work was sometimes inaccurate, he has provided much valuable documentation.

The *Bird-Truax Trail* was used by all Lolo Trail travelers until 1907 when the trail was cleared by the U.S. Forest Service []. It is not clear from extant historical documents that the USFS made any changes in the Bird-Truax route but the trail today shows evidence of several minor route changes. Some of them appear to have been made to shorten distances but at an increase in the grade. In these cases, I believe that the steeper grades are generally the newer sections of trail.

USFS Lolo Trail 1907
-------------------------

In 1925, construction on a primitive road (*Lolo Motorway*) to replace the Lolo Trail was started at Lolo Hot Springs, Montana []. It reached Powell RS in 1928. From Powell, it went north and joined the Lolo Trail at the "modern" Powell Junction. Construction on this primitive road was also started on the west end. When the two ends met in 1934, the *Lolo Motorway* was completed and the usefulness of the historic Lolo Trail was at an end. Since 1934, the trail has had little use except by Elk, deer, bear, and an occasional hunter, hiker, archaeologist, or historian. However, it is still remarkably easy to travel in many places and travelling amply rewards the effort.

Lolo Motorway 1934
-----------------------

In 1986, it was still possible to hike much of the exact route of the Bird-Truax Trail and drive much of the original Lolo Motorway. In most places where the 1866 trail is missing, it has been overlayed by the Lolo Motorway. Reasonable public travel is still possible over most of the motorway except east of Cayuse Junction



where it has been rerouted and east of Musselshell Meadows where the Gold Creek road has functionally replaced it.

### THE MANY ROUTES

Documentation and preservation of the Lolo Trail is not simple because there are several somewhat parallel, but historically significant, routes. Going back approximately 200 years, the routes can be broadly classified as follows:

1. 1700s to 1866. The *Khusahna Ishkit* (buffalo trail) or the *Northern Nes Perces Trail* used by many of the northwest tribes as a travel route between salmon fishing locations (weirs) on the clearwater tributaries and the buffalo hunting areas of central Montana. This route was used by the early trappers and miners in the Clearwater country and they called it the *Loulou Trail*. It was also used as the basis for most of the *Bird-Truax Trail* in 1866 and much of it was followed by Lewis and Clark. The *Khusahna Ishkit* was actually a "braid" of parallel routes throught the mountains so many different trails can be found at various places along the route. The traditional use of the trail by the Nez Perces generally stopped after 1900.
2. 1804 and 1805. The *Lewis and Clark Trail* that was traveled by the Corps of Discovery under the command of Merriwether Lewis and William Clark. Although they intended to follow the *Khusahna Ishkit*, they made considerable deviations due to a poor guidance, bad weather, and desperate circumstances. Therefore, the *Lewis and Clark Trail* should be considered as being both historically and physically separate from the *Khusahna Ishkit*.
3. 1866-1907. The *Bird-Truax Trail* that was surveyed and built in 1866. It is this route that has become famous as the "Lolo trail" and for which the majority of the physical evidence still exists. It is also known as the *Lewiston Virginia City Wagon Road* to historians and archaeologists but it was never developed into a wagon road.
4. 1904. In 1904, Olin D. Wheeler of the Minnesota Historical Society published a book called "The Trail of Lewis and Clark". Wheeler published a map of his determination of the Lewis and Clark route over the Lolo trail. The route will be designated the *Wheeler Trail*.
5. 1907-1934. The *USFS Lolo Trail* came into being when the U.S. Forest Service

cleared and marked the *Bird-Truax Trail*. There is physical evidence that some of the route was slightly modified during the years from about 1907 to 1934.

6. 1934. The *Lolo Motorway* (or Lolo "Truck Trail") was completed in 1934 and it made the *USFS Lolo Trail* obsolete. Much of the *Lolo Motorway* can still be travelled today although there are some short sections which have been closed due to logging, road reconstruction, or wildlife management.
7. 1986. The *Lolo Road of 1986* that is maintained by the US Forest service for use by forest visitors deviates in a few places from the *Lolo Motorway* completed in 1934.

### ORIGIN OF THE NAME LOLO

The name Lolo is a familiar one to people living in West Central Montana and Northern Idaho and yet historical documents are unclear as to its origin. In the course of my research on pioneer trails and pioneer place names, I have found numerous references to the name with at least seven different spelling variations (Lou Lou, Lou-lou, Loulou, Lolo, Loulo, Lo Lo, Lu Lu) and have come to regard its origin as an historical enigma. The origin truly is, and might forever remain, a mystery -- but early documents can be analyzed for clues.

Ralph Space [2] gives a good account of the possible origins and concludes that the name probably derives from an early fur trapper who lived on Lolo Creek in Montana and is buried in a meadow on a branch of it called Grave Creek. David Thompson's journals [7] refer to a man living in the area and called "Lo Lo". This was in 1810 when few white men were living in the Northwest. The next reference is by Capt. John Mullan of the Pacific Railroad survey who, in September of 1854, explored a trail going west up the "Lou-Lou Fork of the Bitter Root".

The Bird-Truax crew used the names Lou Lou Trail, or Lou-Lou Fork Trail, or *Northern Nez Perces Trail* to refer to the *Khusahna Ishkit*. In 1866, Lolo Creek in Montana was still being called the Lou-Lou Fork of the Bitter Root while Lolo Creek in Idaho was being called the Lolo Fork of the Clearwater.

The name Lolo for the creek in Idaho became fixed at least by 1866 but the creek in Montana continued to appear on maps as Lou-Lou, Lolo, or some slight variation thereof. About 1904, the U.S. Board of Geographic Names adopted Lolo as the proper name for the creek in Montana.

I believe that the name was pronounced two different ways, *Lō Lō* or *Lū Lū*. The spelling "Lou Lou" was an attempt at a phonetic spelling of the actual name. The two syllables must have been pronounced with a slight separation since the name was often spelled with a separation. I believe that the creek in Idaho was christened "Lo Lo" because it marked the trail east to the "Lou-Lou fork of the Bitter Root". Naming a creek after a trailhead or major route was common practice in pioneer times.

### ROUTE DESCRIPTION - Pierce City Wagon Road

+ Lewiston to Coldsprings Canyon  
*[Lewiston to Cold Spring]*

The Bird-Truax party started their explorations for a wagon road at Lewiston, Idaho Territory. In 1866, Lewiston was located just east of the mouth of the Snake River at its confluence with the Clearwater River. Territorial Lewiston was a boom town determined to be the major supply point for the gold mining camps to the east and south. After exploring the options, Wellington Bird decided that best route to Weippe Prairie would be the Pierce City Wagon Road. The road went east along the Clearwater Bottoms to Lindsay Creek and then up the creek to the plateau land east of Lewiston.

Station-1	Lewiston
El. 852	0.0 Mi.

After crossing the plateau, the road went down Soldiers Canyon to its mouth and then southeast to the North Idaho Indian Agency -- called Fort Lapwai in 1866. The wagon road proceeded south along the west bank of Lapwai Creek and crossed Sweetwater Creek at 15.0 miles from Lewiston. It then went up Lapwai creek, crossing it three times before ascending the hill to the northeast of Culdesac. On the way up Lapwai Creek, the party stopped at the house of Colonel William Craig, 19.25 miles from Lewiston. William Craig was well known to all travelers in the area and his hospitality was no doubt appreciated by all.

Station-1	Craigs House
El. 1834	19.25 Mi.

At Culdesac, the wagon road climbed the grade for four miles northeast and east to the Nez Perce Prairie and then to Reubens. The rim of the prairie, which looked like a large mountain when the travelers were on Lapwai Creek, was known as Craigs Mountain. The road went SSE

Station-4	Cold Spring
El. 4052	36.00 Mi.

from Reubens to Coldsprings Canyon.

+ Cold Springs Canyon to Greer  
*[Cold Spring to Schultz Ferry]*

Cold Springs was a camping site of major importance on the Nez Perce Prairie. It is shown in archive maps of this period. After crossing the canyon, the road swung east to Holes Creek, passing just to the north of Craigmont. From north of Craigmont, it headed for Greer, Idaho by staying on the plateau and circling around the heads of the deep draws. It followed down Holes Creek past Mohler and continued east to Long Hollow. The wagon road crossed Long Hollow at the same point as the Offset Boise Meridian.

Here, the road climbed northeast to the plateau and then went north until it descended into the upper end of Fivemile creek at a pioneer ranch then known as Davidson's. From here, it went north about a mile to the high point in Section 21. From this vantage point, the whole region is visible west to Winchester and east to Frazer. The distance from this summit to Schultz Ferry on the Clearwater was four miles of extremely rough going. There is still a jeep road along this route in 1988. The ferry crossing was at a small sand bar and landing about one-half mile up river from the town of Greer.

Station-5 Davidson's El. 3102 57.00 Mi.
--

Station-7 Schultz Ferry El. 1376 62.00 Mi.
---

+ Greer to Weippe Prairie  
*[Schultz Ferry to Oyipe Prairie]*

After crossing the Clearwater river, the road went north about 0.2 miles on the east side of the clearwater and then started a very steep ascent of almost 1000 feet to the plateau now know as the Fraser Prairie area. This route was made into a serviceable wagon road in the late 1800s and was used until it was replaced by the present highway. From the start of the Fraser Prairie, the route went east and then southeast as it followed this high plateau between Big Creek and Texas Creek until it crossed Texas Creek just north of Fraser Cemetery. The Texas Ranch was also located at Texas creek. The canyon into Texas creek is vividly described by Oliver Marcy as follows:

Station-9 Texas Ranch El. 3192 70.00 Mi.
---



"Station 9 was about the same altitude as the plateau on the other side of the river but we were now among larger pines with a beautiful herbage underneath. We were also upon a little stream which at that point went tumbling down into a cañon a thousand feet deep a half mile below. There it spent its force amid a chaos of huge fragments of rock which concealed it from our view".

From the crossing of Texas Creek the road went ESE to Schmidt Creek and up the cree to a camas prairie known locally as \*\*\*. By going east over a small divide, the wagon road came into the Weippe Prairie about one-half mile SSE of the present town of Weippe, Idaho. Here the Pierce City wagon road went north and the *Bird-Truax Trail* started east, following the *Khusahnah Ishkit*.

\*\*\* revise starting here 7/1/90

#### ROUTE DESCRIPTION - Bird-Truax Trail

+

##### Weippe Prairie to Musselshell Meadows

*[Oyipe Prairie to Muscle Creek]*

Five miles beyond Texas Creek, and at the eastern edge of the present town of Weippe, Idaho, the Bird-Truax trail separated from the route north to the Oro Fino gold mines §1 and dipped south and east through the Weippe Prairie. We can determine that the trail went through the original prairie area (and not along the present road) because no timber cutting was reported. The mileage reported for the prairie (seven miles beyond Texas Creek) coincides with the southern point of the ridge east of Kamiah Gulch between Sections 23 and 24. The trail must have gone through the middle of both sections.

Station-11 Oyipe Prairie El. 3278 77.00 Mi.
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At the northeast end of the Prairie, the trail went up Heywood Creek and through Heywood Meadows and into Section 8. This is the first time that the trail started through the dense timber and the need to begin timber cutting is noted in the journals.

80.00 Mi Commencement of Timber Cutting
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The trail continued east up a branch of Heywood Creek to the divide between it and a branch of Brown's Creek. From this divide east to the meadow at Peterson Corners, the trail went through a series of small meadows separated by narrow bands of

timber. The present (1989) county road follows the same route and this serene series of pretty meadows still exists. The trail went through the southern end of the meadow at Peterson Corners and followed Brown's Creek all the way to its confluence with Musselshell Creek. The route here was probably on the east side of the creek and high enough to avoid the marshy bottoms caused by beaver dams.

over some small hills but principally over prairie and timbered bottoms.

The trail continued northeast up the north bank of Musselshell creek to Musselshell Meadows §2 in the southeast corner of Section 19. The journals report a rancher living here named Mr. H. Tinkham. The survey party remained at this location from the evening of June 4th to the morning of June 26th. June storms made the weather wet and very variable. The journals report temperatures ranging from a high of 88 F to a low of 34 F. Nicholson reports that he started marking mile trees from this point east for the entire length of the trail.

Station 12 88.00 Mi.  
Muscle Creek  
El. 3367

+ Musselshell Meadows to Camp Martin  
*[Muscle Creek to The Neck]*

Going east from Musselshell Meadows (at about 0.3 Mi. east of the present U.S. Forest Service Work Center<sup>1</sup>), the trail went north in Section 20 up the ridge that is on the east side of Musselshell Creek and the east side of Gold Creek. This is also the dividing ridge between Gold Creek and Lolo Creek. The Lolo Motorway of 1936 and the old road to the Pioneer Mine (circa 1897) on Dutchman creek also went up this ridge. The wooden Motorway bridge crossing Musselshell Creek can still be seen in 1989.

The Bird-Truax Trail stayed on this ridge going north and then northeast, for about 3.0 miles after crossing to the east side of Musselshell Creek, and then turned easterly. The trail east at this point is marked by an old trail sign<sup>2</sup> as illustrated to the right. This trail segment is still in use and it is designated Trail #40 on USFS Forest Visitor Maps. Its trailheads are on Gold Creek to the west

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<sup>1</sup> Historically, this work center has been known as the Musselshell Ranger Station since about 1907.

<sup>2</sup> This is also the Nee Mee Poo Trail.

and Lolo Creek to the East. There was also an active mining area on the ridge in this area. Traces of other trails and a large ditch used to divert water for mining can be easily found here. There was also a cabin near here.

CAMP MARTIN TRAIL NO.	40
LOLO FORKS	3
CAMP MARTIN	10

The Lolo Motorway of 1936 follows nearly this same route from Musselshell Meadows to this point. This portion of the 1936 Motorway<sup>3</sup> is now designated as USFS road 5155 and can be travelled with a 4-wheel drive vehicle with high clearance.

"From Muscle Creek to Lolo Creek, 5½ miles it passes over hills whose highest altitude above muscle creek is 525 feet."
---

After turning approximately east, the trail went across Siberia Creek and Dutchman Creek to the forks of Lolo and Yoosa Creeks. The elevation change and the mileage stated in the journals for this segment agree very well with measurements from a modern topographical map.

Station 13	93.25 Mi.
Lo Lo Ford or	
Lolo Creek	
El. --	

After crossing Lolo Creek, just above the mouth of Yoosa Creek, the trail switchbacked steeply up the ridge to the east and gained an elevation of 410 feet. The trail went northeast up the dividing ridge between Lolo and Yoosa Creeks all the way to Camp Martin. §3 Professor Marcy's report<sup>4</sup> indicates that the survey party

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<sup>3</sup>The 3.0 mile portion of the 1936 Lolo Motorway between Musselshell Meadows and this trail junction is the only segment of the old Motorway still existing in nearly its original state. All other portions have been widened and/or modified by logging operations. This author hopes the USFS will preserve this segment in its unaltered state because of its historical significance and because it is the last remaining illustration of the "character" of the original Motorway.

<sup>4</sup>Marcy states: "Station 15 is 4600 feet above the sea. It was here that Lewis and Clark on their return from the mouth of the Columbia on the 17th of June 1806 were 'enveloped in snow from 12 to 15 feet deep.' It was from this station or very near it that they returned to Station ten or eleven and waited nine days. They passed this point again June 26th just sixty years to a day before we made our encampment here. They still found the snow seven feet deep. We found it only in patches at the camp but the next day we found it as deep as they."

believed the trail they were following up this ridge was the route of Lewis and Clark<sup>5</sup>. §4 Station 15, 4.3 miles up the ridge from Lolo Creek, was located at, or very near, a place called Camp Mildred in the late 1930s §5.

Camp Martin is a nice place to camp or rest while exploring the trail. There is a nice cool spring just southwest of the saddle and on the uphill side of the trail.

The 1936 Lolo Motorway did not follow the trail between Musselshell Meadows and Camp Martin which is unusual because it followed it so closely in most of the other trail segments. Instead, the Motorway continued up the ridge north of Musselshell Meadows and through Belle Creek Campground to Beaver Saddle and then east. Much of this route is designated USFS road 535 or 104. The segment through the middle of Section 34 is often locked but there is a road to the east around it. This route is scenic and Belle Creek campground is colorful, cool, and refreshing on a hot, dusty summer day.

"ascends a spur of the main divide... to an immediate height of 410 feet"

Station 14 -- Mi.  
Hill E. Lo Lo  
El. --

"the back bone of the spur"

Station 15 97.95 Mi.  
Cold Spring  
El. 4659

"the Neck 11½ miles from Muscle Creek and of 1850 feet elevation above Lolo."

+

#### Camp Martin to Rocky Ridge Summit

#### *[The Neck to Mus-coe-max Mountain Summit]*

From the saddle at Camp Martin, the trail went southeast along the side of the ridge and then along the top of the ridge to the elongated peak of Snowy Summit located in the north central part of Section 28. It then went south along the elongated peak and dropped down into the first saddle east of the peak. The trail is very distinct here. Nicholson lists Horse Gulch as one of his camping places. This is the draw to the east of the peak and at the head of Middle Creek. It is labeled Soldier Meadows on the USGS Topographic map.

"gradual rise of 980 feet"

Station 16 100.95 Mi.  
Mt. Truax  
El. 5944

"Horse Gulch, to the north; old trail dips into it."

<sup>5</sup>I believe that Marcy is incorrect but we should not lightly dismiss this evidence as to the possible location of the Lewis and Clark route.



Nicholson's comment about the old trail dropping into it is very significant<sup>6</sup>.

The segment of the Bird-Truax Trail in Section 27, as it follows on the southwest side of the ridge down to Beaver Dam Saddle, §6 is the most well preserved and prominent that I have hiked. It is wide and appears to have been well travelled for many years. It is truly outstanding and deserves to remain undisturbed by any trail renovations of the future. If the term "great road" could be applied to any segment of the Northern Nez Perces Trail, it would apply to this one.

"makes a descent of 740 feet to saddle..."

"Pond Saddle, gulch to the north."

In 1989, there is a very good gravel road going north and south through Beaver Dam Saddle. To the south, it goes to the confluence of Lolo and Yoosa Creeks and then down Lolo Creek. To the north, it goes down Beaver Dam Creek to the USFS Weitass Guard Station.

After Beaver Dam Saddle, the trail went east on a sidehill grade toward Rocky Ridge<sup>7</sup>. Station 17<sup>8</sup> was about 0.9 miles east of the saddle where the trail first reached the elongated ridge near a saddle of elevation 5914 feet. It is somewhat surprising that the station was not located at the summit which is 2.3 miles to the east.

"ascends... 780 feet above saddle"

Station 17 104.4 Mi.  
Squirrel Mt.  
El. 6015

"Shepherdson's Gulch"

"follows lengthend summit"

"falls 760 feet to Huston Creek"

Shepherdson's Gulch was a camping place listed by Nicholson as being 2.75 miles east of Beaver Dam Saddle.

<sup>6</sup>I have not yet had the time to locate the old trail in and out of the gulch. This could be a rare opportunity to identify and preserve a small segment of the Northern Nez Perces Trail of 1866. It is rare in the sense that nearly all of the Northern Nez Perces Trail has been obliterated by the Bird-Truax Trail, the Lolo Motorway, or by recent logging activity.

<sup>7</sup>This grade is steep but reasonable and is pretty uniform the entire distance. In 1989, a USFS trail crew cleared and marked this short segment. They slightly rerouted the first part of the trail just east of the saddle but the upper part is still on the original location. The original trail is just to the right of the rerouted segment.

<sup>8</sup>This Station was called Squirrel Mountain in Marcy's report but it was also called Squirrel or Mus-coe-max Mountain in Nicholson's report.

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Rocky Ridge Summit to Green Saddle  
*[Mus-coe-max Mountain Summit to Butte Camp]*

It then descended ("descends 670 ft.) to Little Weitas Creek(Huston Creek, -C-, 108.50 Mi.) and then into Weitas Meadows (SwampGrass Prairie, -C-, 109.00 Mi.).

Author's Comment:

The mileages shown in the records have the creek and the meadows separated by 0.5 rail stayed to the northern part of the meadows but that the mileage given is for the central or largest part.

2.4 Weitas Meadows to Bald Mountain (Swamp Grass Prairie to Meadow Mountain)

From Weitas Meadows, the trail went a little south of east to the ridge and followed it southwest up and down near each small peak and into each small saddle ("gradual rise but sometimes falling") until it reached a small saddle (Butte Camp, Sta. 18, El. 5575, 110.5 Mi.) about 3/4 miles northwest of Green Saddle ("saddle, (111.20Mi.)).

+

Green Saddle to Bald Mountain  
*[Butte Camp to Meadow Mountain]*

Author's Comment

At this point, the trail didn't follow the highest elevation over Bowl Butte and Willow Ridge. Instead, they chose to go

on the north side of this and put the trail in at a very moderate grade. The present road follows the trail very closely in this area.

After Green Saddle, the trail went on a moderate grade over the most westerly ridge sloping north (Mt. Juliet, "north side", (113.5 Mi.)) from Bowl Butte (First Butte, "east face descent of angle 30 or greater", Sta. 19, El. 6532, (112.00 Mi.)) Then, it went over the easterly ridge (Second Butte, Sta. 20, El. 6616, 113.50 Mi.) that goes north from Bowl Butte and into Deep Saddle ("saddle", (117.70 Mi.)). The trail now follows a reasonable grade to the northeast and crosses over Willow Ridge (Mt. Romeo, "north side", (116.2 Mi.)) a mile or so north of its highest elevation. It then follows a natural grade into Sherman Saddle ("saddle", (117.70 Mi.)). Nicholson records that "the entire distance around these buttes is 6 1/2 miles. This agrees well with the distances measured using both a field survey and a topo map.

East of Sherman Saddle, the trail followed a steep grade ("rise of 1074 ft.) just to the south of Chimney Butte and directly to the top of the ridge ("top of ridge") and along the ridge about one mile ("follow ridge 1 mile") to a small saddle just west of Sherman Peak. The trail graded around the north side of Sherman Peak (Mt. Henderson, "north side") and into Noseeum Meadows (Prairie Saddle, -C-, 121.00 Mi.)

Then it climbed ("ascend 250 ft., by sidehill grade) to the ridge east of Noseeum Meadows. The trail was steeper and more easterly than the present road so it struck the ridge at a lower elevation than the road does. The trail stays on the ridge ("gently undulating summit of the ridge") all the way to Bald Mountain (Meadow Mountain, -C-, Sta. 21, El. 6528, 125.00 Mi.).

#### Author's Comment:

Bald Mountain is one of the most easily identifiable geographical locations on the Lolo trail and is invaluable in trying to locate both the Lewis and Clark Trail and the Bird-Truax Trail. It was a good camping spot that was

used by all the early explorers Indians, and military.

+ Bald Mountain to Indian Grave Camp  
*[Meadow Mountain to Swampy Saddle]*

2.5 Bald Mountain to Howard Camp (Meadow Mountain to the Saddle at Duck Creek)

Southeast of Bald Mountain, the trail descended ("descend") to a small saddle ("saddle", (126.00 Mi.)) at the heads of Bald Mt. Creek on the south and Fro Creek on the north. It then went around the north side of the ridge leading to Castle Butte (Mt. Bird, "north side", (126.50 Mi.)) and then northeast along the ridge ("ridge") toward Indian Grave Peak. About two miles south and slightly west of Indian Grave Peak is a rock formation the Bird-Truax party named Castle Rock (Castle Rock, (130.2 Mi.)).

Author's Comment:

The rock formation named Castle Rock by the Bird-Truax Party must not be confused with the rock formation now called Castle Butte on which a USFS fire lookout tower is located. The report is very clear in referring to the ridge north of Castle Butte as Mt. Bird. Castle Rock is a very interesting and prominent landmark and is marked on the topo map with an elevation of 6592. This author would hope that, as yet, un-named features like this would be named and adopted in cartographic records by both the USGS and the USFS.

After Castle Rock, the location of the trail is ambiguous in the records. The location of Howard Creek and the two small buttes east of it where the present road goes between them is verified by field survey. It is also pretty sure but somewhat less certain that the trail also went through Saddle Camp and by the rock formation known now as Devils

Chair. The location of the area called Swampy Saddle by the Bird-Truax crew is the most uncertain. It could logically be either at 12 Mile Saddle or the small saddle just above, or northwest of the Sinque Hole camp of Lewis and Clark. Both saddles are dry but each are near some very wet and swampy traveling. The hillside west and north of Indian Grave Peak is very wet and covered with springs even in the dry part of the year. A trail following the route presently taken by the road could have been very swampy indeed and thus prompted the crew to call it swampy saddle. The saddle northwest of Sinque Hole Camp has very wet going either toward the Sinque Hole or in the opposite direction. There is good evidence that the route followed by Lewis and Clark went north of this point for three miles and thus through the swampy area. In the Lewis and Clark Journals edited by Ruben Thwaites, Lewis states for his entry of June 27th, 1806 that "at the distance of 3 m. descended a steep mountain and passed two small branches of the Chopunnish river just above their forks and again ascended the ridge on which we passed several miles and at a distance of 7ms arrived at our encampment of the 16th of September near which we passed 3 small branches of the Chopunnish river and again ascended to the dividing ridge on which we continued nine miles when the ridge became lower...". In a footnote, G. B. Nicholson has a comment about the steep mountain that Lewis and Clark descended "The foot of this mountain is now know as Snow-Bridge Gulch running North". This author believes that Snow-Bridge Gulch is the canyon just north of the forks of Gravey Creek and Serpent Creek and that the saddle above Snow-Bridge Gulch is Saddle Camp. Until better evidence or more study is made of this route, the most logical route is still along the present road and this is the one that will be described.

From Castle Rock, trail went down ("leaves ridge", 131.50 Ml.)

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Indian Grave Camp to Moon Saddle  
*[Swampy Saddle to Leaning Tree Camp]*



and around the west and north sides of Indian Grave Peak (Mt. Woods, "north side") and into 12 Mile Saddle (Swampy Saddle, -C-, 131.50 Mi.)

Author's Comment:

12 Mile Saddle was chosen instead of the saddle at Sinque Hole Camp because the report says that the trail went along the north side of Indian Grave Peak (Mt. Woods) to a saddle at the head of Snow-Bridge Gulch. The natural route to the saddle at the Sinque Hole would have been around the south side of Indian Grave Peak.

From 12 Mile Saddle it went easterly to Saddle Camp ("saddle at the head of Snow-Bridge Gulch", -C-, 135.00 Mi.). This saddle is chosen instead of 12 Mile Saddle because its mileage from Howard Creek agrees closely with the mileage given in the report. After Saddle Camp, the trail climbs the ridge ("ascend 610 ft.") to the east and then goes to the Devils Chair (Tower Rock, (136.60 Mi.)). It went straight up the ridge instead of following the loop made by the present road. It then followed the ridge and descended ("descends 480 ft.") northeasterly to the saddle at Howard Camp ("saddle at Duck Creek, 138.00 Mi.) (Duck Creek, -C-). This is a good camping place and the saddle is about 0.2 miles south of the creek so the mileages given in the report are approximate. Next, the trail went the same route east as is now followed by the present road. Just after Howard Camp, it goes to the north side of a small butte and then to the south side of another ("then winds around the north side of one and the south side of two small buttes ...").

Author's Comment:

The definite landmark provided by these two buttes was the key to placing the Bird-Truax route near the present road instead of the route of Lewis and Clark that has been determined by Space. It is important to know that the trail down the steep mountain that was followed by Lewis and Clark was not followed by the Bird-Truax crew. It also makes the placement of Saddle

Camp and the Devils Chair as landmarks much more certain.

2.6 Howard Camp to Cayuse Junction (Duck Creek to Lake Templin Saddle)

It then followed the route of the present road to

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Moon Saddle to Cayuse Junction  
*[Leaning Tree Camp to Lake Templin Saddle]*

Moon Saddle

(Leaning Tree Camp, Sta. 22, -C-, El. 6000, 140.75 Mi.). It continues east and climbs the ridge ("gradually ascends 990 ft.") to Indian Postoffice (Inferior Grass, -C-, 143.00 Mi.). The striking description given by Oliver Marcy leaves little doubt as to the validity of this landmark:

"As we were descending to this place (+Cayuse Junction+) the trail ran on the sharp angle between rocky gulches on either side. At one point we saw a lake some seven hundred feet below enclosed by a rocky rim, and fastend to the side of the precipitous ravine like the nest of the chimney swallow upon the inner wall of the chimney. Its surface was mostly covered with ice but the blue waters appeared about the margin. It was a strange and beautiful sight - a lake in mid air.

From Indian Postoffice the trail stayed on the very top of the ridge ("follows ridge with several ups and downs") ("The trail passed over the highest points on the divide and the angle of ascent and descent was sometimes very sharp"). It passed the springs (Swan's springs, -C-, 148.00 Mi.) at Spring Mountain and kept to the main ridge until it descended ("descends") to Cayuse Junction (Lake Templin Saddle, -C-, 151.50 Mi.). The crew camped at Cayuse Lake (Lake Templin, "300 ft. El. below the saddle", Sta. 23, El. 5272, 151.50Mi.) which Marcy refers to as "the lowest point of the divide".

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Cayuse Junction to Papoose Saddle  
*[Lake Templin Saddle to Independence Camp]*

## 2.7 Cayuse Junction to Rocky Point (Lake Templin Saddle to Mt. Simpson)

## Author's Comment:

At Cayuse Junction, the trail had to make a very steep climb of about 1500 feet in less than two miles. No doubt the crew felt dominated by the difficulty of this section of the trail because they named the highest point of elevation "The Chief".

From Cayuse Junction, the trail went around the west, south, and then east sides of the peak (Mt. Marcy, "west, south, & east sides") that is directly east of the junction and has a peak elevation of 5912 feet. The trail then went southeasterly to the ridge ("Ridge El. 6000 ft east of Mt. Marcy") that would rise up to over 6900 feet. The trail stayed near the peak of the ridge and kept to the most level parts ("runs along the backbone of the most level parts of the ridge"). The location of the peak that they named "The Chief" is the peak of about 6880 feet about one mile west of the trail down Wendover Ridge. It has never received a name on either USGS or USFS maps. The trail most likely went over this peak and then went somewhat around the remaining peaks ("north and south sides of many small buttes") that are just as high. The trail passed the junction of the trail to Wendover Creek but it is not mentioned in the report. Less than a mile from this junction, the trail went due north with the ridge and a landmark they called "Hole in the Ground" is mentioned. It is not referenced marked on any of the author's maps or other records and has not been found by field survey. Its location should be found to help further verify the trail location.

## Author's Comment:

Mt. Marcy, "The Chief", and "Hole in the Ground" are all landmarks that could be named in honor of the Bird-Truax crew without any conflict with currently established names.

The trail continues to follow the ridge pretty much the same as the present road does all the way to Rocky Ridge. At the junction where the trail to lost lakes takes off, a recommended camping place is referenced ("good grass and plenty", -C-, 158.25 Mi.). The trail goes from here to Papoose Saddle and follows the same gradual grade ("very gradual descent of 1250 ft") that the present road does. The crew was at Papoose Saddle (Independence Camp, -C-, Sta. 25, El. 6145, 161.25 Mi.) on the 4th of July and named it Independence Camp and the ridge east, Independence Ridge.

+ Papoose Saddle to Lolo Pass 1866  
*[Independence Camp to Takon Creek Camp]*

The trail southeast of Papoose Saddle followed the route of the present road and stayed to the north side of the ridge ("north side of Independence Ridge one mile") until reaching Powell Junction.

Author's Comment:

The report does not mention a trail south to the Lochsa river so we cannot verify the existence of a prominent one in 1866. It is possible that an old trail existed but fell into disuse by this time which is also what could have happened to the trail down Wendover Ridge. The Powell Junction now marked by present road does not appear to be located exactly in the same place as when there were just trails here.

After Powell Junction, the trail follows the ridge ("start of the backbone of Independence Ridge") all the way to near Rocky Point (Point-of-Rocks or Mt. Simpson, "north side", Sta.26, El. 6551, 165.25 Mi.) It did not go directly over the point where the lookout is now located but swung around the north side. They probably did this to avoid the field of broken rocks near the peak that would be difficult going.

## Author's Comment:

From Papoose Saddle to Packer Meadows it is highly likely that the trail followed exactly the same route as Lewis and Clark in 1806. The descriptions given in the L&C Journals and those of the Bird-Truax report agree nicely and the lateness of the season and lack of money make it likely that little actual trail development was being done.

+

Rocky Point to Packer Meadows  
(Mt. Simpson to Takon Meadows)

2.9 Rocky Point to Lolo Hot Springs, Montana (Mt. Simpson to Hot Spring)

After Rocky Point, the trail followed the ridge due east for about 2 and 1/2 miles to near the east end of Section 31. At this point there are two possible routes. The first is one that continues northeast down the most prominent ridge and crosses the Crooked Fork at its junction with Haskell Creek. The second is to swing slightly south and follow a secondary ridge almost due east to the part of Crooked Fork that has a wide and fairly shallow crossing. This route is the choice preferred by the author because it crosses the Crooked Fork at the same place documented in the L&C Journals. It also connects to one of the more direct and logical places to climb to the ridge between Haskell Creek and Pack Creek.

After crossing Crooked Fork (Clearwater Ford, Sta. 27, El. 4229, 169.25 Mi.) the trail followed the ridge, that has the big cut formed by the present highway, northeast ("ascend 1550 ft.") to the topo map elevation marker of 5412 feet (Hill East Cl. W. Ford, Sta. 28, El. 5819). The elevation given in the report is much too high for this area so it is useless as a geographical reference indicator. The trail follows the ridge in a northerly direction for about 1.8 miles from the time it strikes the ridge until it reaches a small saddle between Sections 28 and 21. It then angles to the

east of the peak of elevation 5683 feet and descends to Pack Creek (Takon Creek, 173.00 Mi.) just at the north end of the canyon where it starts to open up into the meadows. This is very near the place that Lewis and Clark camped on their trip west. They went up Pack Creek and camped (Takon Creek Camp, Sta. 29, -C-, El. 5219, 174.00Mi.) in Packer Meadows (Takon Meadows) where the trail heading north to Wagon Mountain leaves the Elk Meadows Road in the middle of Section 15.

#### ROUTE DESCRIPTION - East to Virginia City

+ Packer Meadows to Lolo Hot Springs  
(Takon Meadows to Hot Spring)

From this point, the trail followed what is now known as the Wagon Mountain road, on the ridge between Lolo Creek and Lee Creek all the way to Lee Creek Campground. It then went down Lolo Creek to Lolo Hot Springs, Montana (Hot Spring, 180.00 Mi.).

#### Author's Comment:

The trail over Wagon Mountain was the major route until the present road was built up the west fork of Lolo Creek. This route appears on very old maps and was used by horses, then wagons, and finally as a stock drive. The Lolo Pass of the late 1800s we refer to as Old Lolo Pass and it appears on old maps about where the Wagon Mountain Road crosses from Idaho County, Idaho into Missoula County, Montana.

+ Lolo Hot Springs to Stevensville  
(Hot Spring to Fort Owen)

2.10 Lolo Hot Springs, Montana to Stevensville, Montana (Hot Spring to Fort Owen)



The trail continued down Lolo Creek for three miles to a location called Mullans Camp (Mullins Camp, Sta. 30, El. 4016, 183.00 Mi.) in the report. The next geographical reference is the Lu Lu Prairie (Lu Lu Prairie, Sta. 31, El. 3937) and then the trail arrived at the mouth of Lolo Creek (Mouth of LouLou Fork, "or Bitter Root Loulou", 202.00 Mi.). The trail ends at this point because there were at least three suitable routes from this point to Virginia City, Montana. The crew turned here and camped a mile (Lu Lu Camp, El. 3590, 203.00 Mi.) from the mouth of Lolo Creek. The report gives the mileage north to Hell Gate Canyon east of Missoula (Hell Gate, 212.00 Mi.) and south to Stevensville, Montana (Fort Owen, 220.00 Mi.). It was probably Fort Owen where the crew ended the effort since it would offer provisions and protection from the Blackfeet Indians which controlled the Hell Gate Canyon area.

+ Lolo Hot Springs to Missoula  
*[Hot Spring to Hell Gate]*

+ Missoula to Virginia City  
*[Hell Gate to Virginia City]*

**FOLLOWING THE LOLO TRAIL**

## ENDNOTES

1. The Oro Fino gold mines were located near present-day Pierce, Idaho and not near the town on the Clearwater river now known as Orofino.

This point of separation of the two trails is important to note because it marks the true beginning of the Bird-Truax Trail. It also marks the beginning of the Northern Nez Perces Trail of 1866 as it went east of the Weippe Prairie.

2. Musselshell Meadows were called Muscle Creek in the Journals. This was an important camping area for all travelers of the Loulou Trail. Nicholson called it "the most prominent point on the road after leaving Lewiston" (journal reference page D6). Its central importance to travellers in the area is indicated by the fact that Nicholson made a list of camping areas and mileages along the Loulou Trail and posted the list at Mr. H. Tinkham's ranch.

Musselshell Meadows has a rich history for a somewhat remote location in the mountains. From journal and map records in the national archives, it appears to have been continuously inhabited since at least 1866. Other ranchers followed Mr. H. Tinkham and then a USFS ranger station was established. There was also a large sawmill at the meadows for many years. The old millpond is still shown on topographic maps.

3. In the early 1900s, this was part of a stock driveway that went to Superior, Montana. The trail is very prominent all the way up this ridge to Camp Martin. In some areas, logging has obliterated the exact location of the original trail but it can generally be followed even in these areas because it stayed to the ridge. In 1989 I walked this segment and found the trail easy going and easy to find. There is clear evidence of two parallel ruts in some sidehill locations that indicates vehicular travel in some past time. The ruts appear to be last made at least before 1960. Near the middle of this segment there are still a few old growth trees that make the walk more interesting. In 1989 the entire segment was covered with bear sign and I spooked a black bear from the trail in Section 31. Hikers should use caution when travelling here.
4. The survey party was following the Northern Nez Perces Trail up this ridge and might of assumed that it was also the route of Lewis and Clark. Station 15, Cold Springs, is situated on the north side of the ridge and near a small "knob" so it seems likely that there is a considerable snow

buildup there during winter.

The comment by Professor Oliver Marcy will certainly cause some controversy concerning the route of Lewis and Clark in this area. Ralph Space, an expert on the location and history of the Lolo Trail in this area, has done extensive research on the route of Lewis and Clark and has placed their route several miles south of this point. I believe the location determined by Mr. Space is essentially correct and I also believe the Lewis and Clark Journals support his conclusions. However, as geographers and historians, we must not ignore the fact that the survey party in 1866 placed the Lewis and Clark Route on this ridge. Also, O. D. Wheeler, in 1905, placed the route near this area. Extensive further research is needed to verify or refute Marcy's comment.

5. I was unable to find the exact location of Cold Spring on my hike in 1989 but the camping place was easy to find at a flat place on the ridge at the very eastern edge of Section 30. This camp still has old lumber and furniture strewn about and was probably used by stockmen on the drive and later, by hunters. Several large holes have been dug there by games seeking salt. Cold Spring was to the north or northwest from this camp.
6. The beaver ponds on the creek to the north, that earned this saddle the name Pond Saddle in 1866 and Beaver Dam Saddle in recent times, were much more prominent in 1866 then they are now. In 1986, the silt filled ponds were still marshy in some places and covered with a greenish-yellow moss but were solid in other places. In a few more decades, these ponds will be completely silted in and covered with brush and trees and will no longer be obvious.

## APPENDIX I. Route Description Summary

Route description summary for the Bird-Truax Trail or the Lolo Trail of 1866. This description includes all place names and geographic features for the portion of the Trail between Lewiston and Hell Gate. The symbol "C" following the station number indicates that the location is a camp as indicated in Nicholson's table of Camping Places located on page D11 of the microfilm text.

Sta.	Elev.	Miles	Location and comments from the Bird-Truax Journals and Reports	Location in USGS & USFS maps and general comments
1	852	0	<u>Lewiston</u>	, Idaho The old town right at the forks of the Clearwater and Snake Rivers (Est. TOPO El. 730)
--	----	-----	<u>Clearwater bottoms</u> , "first three miles out from Lewiston"	area east and west along main street, Lewiston (Est. TOPO El. 739)
--	----	3.00	" <u>ascends</u> by a grade of 6 feet in 100 to a plateau"	Old Lapwai Road up the north fork of Lindsay Creek (Est. TOPO El. 955)
--	----	-----	" <u>plateau</u> of 600 elevation above the river"	plateau between the head of Lindsay Creek and Soldiers Canyon (Est. TOPO El. 1325 - 1760) (River elevation at the mouth of Lindsay Cr. is 725 feet)
--	----	-----	"crosses said plateau in gentle undulations"	
--	----	11.90	" <u>descent</u> of 578 feet by a grade of 3.48 feet to 100 to Lapwai Creek"	top of Soldiers Canyon, trail went down it (Est. TOPO El. 1710) (Elevation at the bottom of Soldier Canyon is 980 feet)
--	----	-----	<u>Lapwai Creek</u>	Lapwai Creek at the town of Lapwai (Est. TOPO El. 964)
--	----	13.00	<u>Fort Lapwai</u>	Parade ground at old Fort Lapwai, now called the North Idaho Indian Agency. (Est. TOPO El. 1003)
--	----	-----	"thence up the <u>left bank of Lapwai</u> fording Sweetwater Creek at two miles"	along the west bank of Lapwai Creek about where the highway and railroad are now
--	----	15.00	Ford of <u>Sweetwater Creek</u>	where the highway and railroad cross it (Est. TOPO El. 1100)
2	1834	19.25	<u>Craigs House</u> (Col. Craigs House)	near Jacques at the mouth of Mission Creek. Marcy knew this elevation was in error. He reports the Isaac Stevens PRR Survey elevation as 1240 feet. (Est. TOPO El. 1385)
--	2143	22.50	Foot of <u>Craigs Mountain</u>	East edge of the town of Culdesac. "River" elevation here is 1705 feet. Trail elevation is 1725 feet.
--	----	-----	" <u>ascends Craigs mountain</u> , 1755 feet above the creek reaching the summit at four miles, being an average grade of 8.3 feet in 100 feet."	Old grade northeast of Culdesac.
--	----	26.50	<u>Top of Craigs Mt.</u>	(Est. TOPO El. 3460)

3	3598	26.50	<u>Craigs Mountain or top of Lapwai Mountains.</u> "upon the margin of a great plateau extending nearly fifty miles east and west" "should be called the Plateau of the Clearwater"	Top of the Winchester Grade about a mile north of the Lewis County line. Marcy gives a confusing account of this elevation. He reports it as 2007.2 feet above station 2. He also reports it as 3347 feet. (Est. TOPO El. 3480) Starting at 1705 feet, a rise of 1755 feet would make the elevation 3460 feet.
--	----	-----	"The road passes through a <u>strip of timber</u> seven miles in width"	
1	4052	36.00	<u>Cold Spring</u> , "36 miles from Lewiston"	This precise location is presently unknown. Nicholson reports that about 1000 feet of wagon road will need grading here. (Est. TOPO El. 3670)
--	----	-----	" <u>second table land</u> with a general elevation of 2100 feet above Clearwater." "our ride across it was delightful though in the midst of much snow, it being through luxuriant grass and abundant flowers" "the soil is good and destitute of stones"	This is the Nez Perce Prairie. The general elevation according to the Journal is 2930 feet - but this is much too low.
5	3102	57.00	<u>Davidson's</u> , "down upon a creek which ran into the Clearwater."	On the upper end of Fivemile Creek. Location has not been verified. (Approximate El. 2764)
--	----	-----	"From Davidson's to Schultz Ferry the distance is five miles."	Nicholson reports that about 1000 feet of wagon road will need graded at Davidsons
--	----	-----	<u>Davidson's Creek</u>	Fivemile Creek
--	----	-----	" <u>rise of 668 feet</u> in one mile to the top of the hill"	
--	----	-----	<u>Top of the hill</u>	
6	3726	58.0	<u>Summit W. Clearwater</u> "Station 6 was immediately upon the margin of the cañon"	highest point on the west side in this area. It gives a view of the Nez Perce Prairie all the way west of Winchester and east to Frazer. (Est. TOPO El. 3445)
--	----	-----	" <u>descent</u> in four miles <u>of 2446 feet</u> "	
--	----	-----	<u>Clearwater Hills</u> , on both sides of the river. "the sides too precipitous in most places to be practicable, even for a mule train without grading."	
--	----	-----	"We crossed the <u>cañon of the Clearwater</u> about twelve miles above the point where Lewis and Clark left their horses and made canoes"	Clearwater River about 0.7 miles above the bridge at Greer.
--	----	62.00	<u>Clearwater River</u>	
--	----	-----	"The river here is 524 feet above Lewiston distant by way of the river about sixty miles"	
7	1376	62.00	<u>Schultz Ferry</u> , formerly Bell's Ferry	about 0.7 miles up river from the Greer Bridge (Est. TOPO El. 1045)
--	----	-----	"the <u>ascent is 1932 feet</u> in 3 miles"	
--	----	-----	" <u>The Saddle</u> "	(Est. TOPO El. 1970)
--	----	-----	" <u>The Horse-Shoe</u> "	(Est. TOPO El. 2200)



--	2428	-----	<u>"The Crag"</u> , 880 feet higher is the main crest of the mountain	(Est. TOPO El. 2080)
--	3308	-----	<u>ascent of 880 feet</u> to the top of Schultz hill.	
--	----	65.00	<u>Top of Schultz Hill</u>	(Est. TOPO El. 2960)
8	3225	65.00	<u>Summit E. Clearwater</u>	(Est. TOPO El. 3101)
--	----	70.00	<u>Texas Creek</u> , "We were also upon a little stream which at that point went tumbling into a cañon a thousand feet deep - a half mile below. There it spent its force amid a chaos of huge fragments of rock which concealed it from our view."	Texas Creek (Est. TOPO El. 3020)
9	3192	70.00	<u>Texas Ranch</u> , "we were now among larger pines with a beautiful herbage underneath"	at Texas Creek where the old county road crossed the creek (Est. TOPO El. 3020)
10	3223	-----	<u>Camas Prairie</u>	Frazer School (T.R. section) (Est. TOPO El. 3075)
--	----	-----	<u>Road to Oro Fino mines</u>	forks at town of Weippe, Idaho
--	----	-----	<u>"beginning of Oyipe Prairie, 15 miles from the ferry"</u>	at town of Weippe, Idaho (Est. TOPO El. 3023)
--	----	-----	<u>"crosses prairie 3 miles to the timber"</u>	
11	3278	77.00	<u>Oyipe Prairie</u> , "by a small creek amid the foot hills of the mountains."	Weippe Prairie south of the town of Weippe (Est. TOPO El. 3007)
--	----	80.00	<u>Commence Timber Cutting</u>	Heywood Meadows (Est. TOPO El. 3066) (the distance from here to Muscle Creek is 8 ½ miles in Nicholson's text)
--	----	-----	<u>Hills, Prairies, Bottoms</u> "From Oyipe Prairie to Muscle Creek the road runs over some small hills but principally over prairie & timbered bottoms."	
--C	----	88.00	<u>Muscle Creek Camp</u>	(Est. TOPO El. 3150)
--	----	88.00	<u>Muscle Creek</u>	Musselshell Creek
12	3367	88.00	<u>Muscle Creek</u> , "the most prominent point on the road after leaving Lewiston" "by a small creek amid the foot hills of the mountains." "it rained nearly every day of the twenty we delayed" "Muscle Creek the foot of the mountain region proper, beyond which the country is covered with dense forests of evergreen timber, pine, larch, fir, white cedar, Norway spruce, hemlock, etc."	Musselshell Meadows near the old Musselshell Ranger Station (Est. TOPO El. 3150)
--	----	88.00	<u>Tinkham Ranch</u> , I have spoken of the density of the forests. There are however in many places opening covered with rich grass. A list of such places along the line of the road, I made out and caused to be posted at the ranch of Mr. H. Tinkham at Muscle Creek"	Musselshell Meadows at the old mill pond on the west (Est. TOPO El. 3150)

--	----	-----	"In travelling from the ferry to this point our course lay on the North Bank of the Lolo Fork of the Clearwater"	
--	----	-----	"we leave the level country and <u>enter the mountain region</u> "	
--	----	-----	<u>hills above Muscle Creek</u> "From Muscle Creek to Lolo Creek, 5½ miles it passes over hills whose highest altitude above Muscle Creek is 525 feet."	highest Est. TOPO elevation is 3720 feet.
--	----	-----	<u>Hills above Muscle Creek</u>	(Est. TOPO El. 3720)
13	----	93.25	<u>Lo Lo Ford</u>	Junction of Lolo and Yousa Creeks, also called Lolo Forks. (Est. TOPO El. 3359)
--	----	93.25	<u>Lo Lo Creek</u>	Lolo Creek at Lolo Forks
--	----	-----	" <u>ascends a spur</u> to an immediate height of 410 feet"	(Est. TOPO El. 3799)
14	----	-----	<u>Hill E. Lolo</u>	(Est. TOPO EL. 3799)
--	----	-----	"keeping as a general thing the <u>back bone of the spur</u> gradually rises to the Neck" "Our course has been almost continuously over snow two to seven feet deep"	
15	4659	97.55	<u>Cold Spring</u> , Camp 11, (It was here that Lewis and Clark were turned back by deep snow on 17th June 1806)	Camp Mildred. Exact location unknown, approximate TOPO elevation is 4745 feet near BM 4871.
--	----	-----	<u>Main Divide</u>	at Camp Martin saddle (Est. TOPO El. 5144)
--C	4964	99.25	<u>The Neck</u> , "11½ miles from Muscle Creek and of 1850 elevation above Lolo"	Camp Martin area (Est. TOPO EL. 5144) The camping area was down the gulch to the north. The TOPO elevation change should be 1755 feet.
--	----	-----	"a <u>gradual rise of 980 feet</u> is made to the <u>summit of Mt. Truax</u> "	the TOPO elevation change is 896 feet.
16	5941	100.55	<u>Mt. Truax</u> , "It is completely wooded and at this time covered with snow."	Snowy Summit (Est. TOPO El. 6040)
--C	----	100.50	<u>Horse Gulch</u> , "to the north; old trail dips into it."	Soldier Meadows on Middle Creek
--	----	-----	<u>Backbone of Mt. Truax</u>	
--	----	-----	"we <u>descended to a deep ravine</u> and then up, up again to the summit of Muscomax or Squirrel Mountain which has one side not only bare of trees but nearly bare of snow also."	
--	----	-----	" <u>descent of 740 feet</u> to saddle or sag between it and Squirrel Mountain"	
--C	5219	103.00	<u>Pond Saddle</u>	Beaver Dam Saddle (Est. TOPO El. 5290) Camping place was down the gulch to the north.
--	----	-----	" <u>ascends Squirrel</u> or Mus-coe-max <u>mountain</u> 780 above saddle"	
17	6015	104.00	Begin <u>Squirrel Mt.</u> or <u>Mus-coe-max Mt.</u>	start of the west end of Rocky Ridge (Est. TOPO El. 5914)

# Bird-Truax Trail

# Research Report

--	----	-----	<u>"follows its lengthend summit"</u>	goes east and north up Rocky Ridge
--C	----	104.75	<u>Shepherdson's Gulch</u> , "on the east; tree blazed."	Precise location unknown at this time
--	----	-----	<u>Summit of Mus-coe-max Mountain</u> "Here the view opens again and we take bearing of the principal mountains of interest."	Summit of Rocky Ridge (Est. TOPO El. 6540) There is an excellent view of Romeo and Juliet to the east.
--C	----	106.50	<u>"Excellent grass and plenty of it."</u>	Summit of Rocky Ridge (Est. TOPO El. 6540)
--	----	-----	<u>"falls 670 feet to Huston Creek"</u>	
--C	5345	108.5	<u>Huston Creek</u> , "grass and plenty of it down gulches to the N. or S."	Little Weitas Creek. Camping in the meadow to the north of the saddle. Original trail went north into this meadow. (Est. TOPO El. 5380)
--C	----	109.00	<u>Swamp Grass Prairie</u>	Weitas Meadows. The original trail went along the east side. The relocated trail went through the meadow. The corduroy bridges are still visible in 1989. (Est. TOPO El. 5412)
--	----	-----	<u>"rises gradually but sometimes falling to the saddle on the west of Mt. Juliet."</u>	
19	5575	110.50	<u>Butte Camp</u>	Green Saddle (Est. TOPO El. 5420)
--	----	-----	<u>Saddle to the west</u>	Green Saddle (Est. TOPO El. 5420)
--	----	-----	<u>Mt. Juliet</u>	Ridge north of Bowl Butte. Maximum elevation of Bowl Butte is 6365 feet.
19	6532	112.00	<u>First Butte</u> , east face descent of angle 30 or greater.	Location unknown
--	----	-----	<u>"thence it winds around the north side of this butte striking the saddle between it and Mt. Romeo"</u>	maximum trail elevation is 5840 feet.
--	----	-----	<u>Saddle between</u>	Deep Saddle (Est. TOPO El. 5027)
20	6616	113.50	<u>Second Butte</u>	Location unknown
--	----	-----	<u>Mt. Romeo</u>	Ridge north of Willow Ridge. Maximum elevation of Willow Ridge is 6500 feet.
--	----	-----	<u>"winds around the north side of Romeo to saddle on the east"</u>	maximum trail elevation is 5710 feet.
--	----	-----	<u>Saddle on the east</u>	Sherman Saddle (Est. TOPO El. 4737)
--	----	-----	<u>"The entire distance around these buttes is 6½ miles."</u>	Green Saddle to Sherman Saddle. TOPO distance by the road is 6.85 mi, by the trail, 5.7 mi.
--	----	-----	<u>"Then rising 1074 feet to the top of the ridge"</u>	(on the south and east sides of Chimney Butte)
--	----	-----	<u>Top of Ridge</u> , 1074 feet above the saddle	(Est. TOPO El. 5811)
--	----	-----	<u>Follows ridge 1 mile</u>	ridge west of Sherman Peak
--	----	-----	<u>Mt. Henderson</u>	Sherman Peak (Est. TOPO El. 6658)
--	----	-----	<u>"thence along the north side of</u>	maximum trail elevation is 6140 feet.

## Bird-Truax Trail

## Research Report

## Mt. Henderson"

--C ----	121.00	<u>Prairie Saddle</u>	Noseeum Meadows (Est. TOPO El. 5890) Camping place was down gulch to the south.
-- ----	-----	<u>"ascends 250 feet by side hill grade to a ridge"</u>	
-- ----	-----	<u>Start of the ridge</u>	exact location unknown. approximate elevation is 6040 feet.
-- ----	-----	<u>follows gently undulating summit of ridge.</u>	past the "Dry Camp" of Lewis and Clark
21C 6528	125.00	<u>Meadow mountain,</u> "37 miles from Muscle Creek at an altitude of 6000 feet the highest yet reached." "best grass & plenty. Good midway place for rest."	Bald Mountain (Est. TOPO El. 6526) This is an amazingly accurate (or lucky) altitude measurement by Marcy.
-- ----	-----	<u>"descends to saddle between it and Mt. Bird"</u>	
-- ----	-----	<u>Saddle between</u>	(at the heads of Bald Mt. Creek on the south and Fro Creek on the north) (Est. TOPO El. 5782)
-- ----	-----	<u>Mt. Bird</u>	Castle Butte and ridge to the north. Elevation of the butte is 6659 feet.
-- ----	-----	<u>thence along the north side of Mt. Bird</u>	
-- ----	-----	<u>beginning of ridge</u>	elevation is 6066 at the small saddle
-- ----	-----	<u>follows ridge past Castle Rock</u>	long ridge going northeast of Castle Butte. Castle Rock is not Castle Butte. It is a very grand cluster of large boulders right along the old trail.
-- ----	-----	<u>Castle Rock</u>	Large un-named boulder cluster at elevation marked 6592 feet on the topo map.
--C ----	131.50	<u>Swampy Saddle, "100 yards to the north"</u>	At Indian Grave Camp (Est. TOPO El. 6260)
-- ----	131.50	<u>Leaves ridge 43 1/2 miles from Muscle Creek</u>	The terrain between Indian Grave Camp and Indian Postoffice does not have the pronounced ridge to follow as most of the rest of the Lolo Trail does. The old trail before 1866, which was the one followed by Lewis and Clark, left the Bird-Truax trail at Mt. Woods and went north to Snow Bridge Gulch which is in the area of the forks of Gravey, Serpent, and Horseshoe Creek. It then went east up Horseshoe Creek and down Howard Creek to Moon Creek and then up it to Indian Postoffice. The 1866 route through Saddle Camp and Moon Saddle went through very bad going for a "natural trail". This is why Nicholson referred to this as a place where the trail "left the ridge".
-- ----	-----	<u>Snow Bridge Gulch</u>	(narrow canyon below forks of Gravey and Serpent Creeks) (Est. TOPO El. 4520)
-- ----	-----	<u>Mt. Woods</u>	first large peak west of Saddle Camp. This is a very dark and imposing mountain when viewed from Snow Bridge Gulch. (Est. TOPO El. 6349)
-- ----	-----	<u>"thence along the north side of Mt. Woods"</u>	this was a tough side hill grade to make.
--C ----	-----	<u>Saddle at head of Snow Bridge Gulch, "100 yards down gulch to S."</u>	Saddle Camp at the head of Serpent Creek (Est. TOPO El. 5420)

# Bird-Truax Trail

# Research Report

--	----	-----	<u>"ascends 610 feet"</u>	
--	----	-----	<u>"runs along a ridge passing Tower Rock"</u>	
--	----	-----	<u>Tower Rock</u>	Devils Chair (Est. TOPO El. 6422)
--	----	-----	<u>Start descent</u>	(Est. TOPO El. 6625)
--	----	-----	<u>"descends 480 feet to near Duck Creek"</u>	The maximum elevation of this ridge before descending is 6625 feet. Nicholson's elevation change is in excellent agreement with the topo map.
--	----	138.00	<u>Saddle at Duck Creek</u>	Saddle at Howard Camp (Est. TOPO El. 6180)
--	----	-----	<u>Duck Creek</u>	Howard Creek
--C	----	-----	<u>Duck Creek Camp</u> , "100 yards to N. & down creek."	This camping place is now called Howard Camp (Est. TOPO El. 6080)
--	----	-----	"winds around north side of one and south side of two small buttes"	
--	----	-----	<u>North side of small butte</u>	butte of elevation 6308 just east of Howard Camp. It gives excellent agreement with Nicholson's narrative.
--	----	-----	<u>South side of small butte</u>	butte of elevation 6635 just east of the previous butte. It also gives excellent agreement.
22C 6001	----	140.75	<u>Leaning Tree Camp</u> , "grass on hill side - camp on saddle"	Moon Saddle (Est. TOPO El. 6090)
--	----	-----	<u>"gradually ascends 990 feet from here to a ridge"</u>	this is the north side of a mountain that could have been called Red Mountain around 1900. Getting the trail in and out of Moon Saddle was very difficult.
--	----	-----	<u>"Lake in mid air"</u> , lake 700 ft below, enclosed by a rocky rim and fastened like the nest of a chimney swallow.	Lower lake at Indian Postoffice Lakes. It is about 590 feet below the trail.
--C	----	143.00	<u>Inferior Grass</u> , "an inferior kind of grass on high dry ridge in this neighborhood."	Indian Post Office (Est. TOPO El. 6850) The trail reaches an elevation of 7033 feet about 0.5 miles east of here.
--	6991	-----	<u>Ridge</u>	the trail reached the ridge at an elevation of 6730 feet just where the road goes to the old fire lookout. The maximum ridge elevation of 7033 feet is reached at Indian Postoffice.
--	----	-----	<u>Follows ridge</u> some distance with several ups and downs. "the trail ran on the sharp angle between rocky gulches on either side."	
--C	----	149.00	<u>Swan's Springs</u> , "½ mile up ridge to N., Good grass & plenty"	Spring at the head of Spring Creek. (Est. TOPO El. 6250) The camping place Nicholson mentions was on top of Spring Mountain. (Est. TOPO El. 6435)
--C	----	150.00	<u>Moose Lake</u> , "100 yards north, A little"	Un-named lake to north of the Lolo Trail. This is the trail head for Squaw Ridge Tr. No. 72. (Est. TOPO El. 5800)
--	----	-----	<u>Descends</u>	

## Bird-Truax Trail

## Research Report

--C ----	151.50	<u>Lake Templin Saddle</u> , "down gulch to north; an abundance."	Cayuse Junction (Est. TOPO El. 5342)
-- ----	-----	<u>Camp Lake Templin</u> , "the lowest point of the divide"	exact location unknown but it was likely at either the lake or the saddle.
23 5272	151.50	<u>Lake Templin</u> , "some 300 feet below on the north side of the saddle and near the bed of the North Fork. Where we saw the first level acre of land since we left the Muscle Creek seventy three miles to the west."	This station was either at the lake or the saddle. Topographic analysis of the Journal data makes it much more likely it was at the saddle. (Est. TOPO El. 5342) Marcy's distance report of 73 miles should be 63 miles.
-- ----	-----	<u>Mt. Marcy</u>	high peak just to the east of Cayuse Junction (Est. TOPO El. 5912)
-- ----	-----	"winds and turns around the west, south, & east sides of Mt. Marcy avoiding the high peak"	trail crosses the present road at an altitude of 5760 feet.
-- ----	-----	"it reaches an altitude of 6000 feet on the <u>ridge to the east</u> "	trail reaches the ridge at an altitude of 6050 feet.
-- 6000	-----	<u>Ridge to the east</u>	(Est. TOPO El. 6050)
24 6845	153.00	<u>The Chief</u> , "We passed the highest point on the divide immediately after leaving Lake Templin"	un-named peak with an elevation 6885 feet. The north side of this peak was the location of the Snowbank Camp of Lewis and Clark. Marcy is incorrect about the highest point, Indian Postoffice was the highest.
-- ----	-----	" <u>runs along the backbone</u> of most level parts of ridge"	
-- ----	-----	"sweeps along the north and south sides of many small buttes"	
--C ----	156.25	" <u>Hole in the Ground</u> ", "200 yards to south, under hill; tree blazed."	below the trail and to the south and east. Trail elevation here is 6800 feet, camping place elevation is 6520 feet.
-- ----	-----	<u>Start of gradual descent</u>	(Est. TOPO El. 6897)
-- ----	-----	"makes a <u>very gradual descent</u> of <u>1250 feet</u> to saddle at Independence Camp."	the trail follows the Lochsa side of the long ridge from the trail head to Lost Lakes down to Papoose Saddle.
--C ----	158.25	<u>Good grass and plenty</u>	the trail comes out into a large meadow on a steep sidehill. Trail elevation at this point is 6580 feet.
-- ----	161.25	<u>Saddle at Independence Camp</u>	Papoose Saddle (Est. TOPO El. 5647)
--C ----	-----	<u>Independence Camp</u> , "down gulch to north."	The camping area was in the meadow to the north and east down Shotgun Creek. It is easily located.
25 6145	161.25	<u>Camp Independence</u>	The location of the station and elevation as given by Marcy are not exactly unknown. It is most likely to the east of the saddle at the first peak of Independence Ridge which has an elevation of 6130 feet.
-- ----	-----	"thence along the <u>north side</u> of <u>Independence Ridge</u> one mile to backbone of said ridge"	the old trail went up on the ridge and not along the north side
-- ----	162.25	<u>Start of the Backbone</u> of Independence Ridge	at the Road Powell Junction. (Est. TOPO El. 5872)



# Bird-Truax Trail

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--	----	-----	along the <u>backbone of Independence Ridge</u> to Mt. Simpson	
26	6552	165.25	<u>Point of Rocks</u> or <u>Mt. Simpson</u>	Rocky Point (Est. TOPO El. 6260)
--	----	-----	"thence sweeping <u>around the north side</u> "	the trail of 1866 did not go over the top as the old trail did.
--	----	-----	" <u>descends to Clearwater River</u> "	the trail followed the ridge east of Rocky Point all the way to the creek
--	----	-----	<u>Clearwater River</u>	Crooked Fork of the Lochsa River
27	4229	169.00	<u>Clearwater Ford</u> , "The Clearwater at this point is 3853 feet above the same stream as at Schultz Ferry 107 miles to the west."	The ford was at a wide point in the creek at the same crossing point as Lewis and Clark. (Lewis and Clark crossed 1 1/2 miles above the forks of Brushy Cr. & Crooked Fork Cr.) (Est. TOPO El. 3965)
--	----	-----	" <u>ascends 1550 feet</u> to a hill on the east side"	
--	----	-----	"Thence <u>proceeding along its summit</u> "	the trail went east up to the ridge near the large cut in the present highway. It then followed the top of the ridge east and north. The maximum trail elevation here is 5661 feet.
--	5779	-----	<u>Hill on east side</u>	reaches the ridge at an elevation of 5240 feet. The true elevation is probably the highest peak on the ridge at 5661 feet.
28	5819	-----	<u>Hill East Cl. W. Ford</u>	location unknown, the highest elevation here would be 5661 feet.
--	----	-----	" <u>descended in the main quite rapidly</u> "	
--	----	-----	" <u>descends 420 feet</u> to Takon Creek"	
--C	5359	173.00	<u>Takon Creek</u> , "good grass in abundance on prairies."	Pack Creek on the south end of Packer Meadows where they get narrow. (Est. TOPO El. 5160) This is also the location of the Glade Creek Camp of Lewis and Clark.
--	----	-----	<u>Takon Meadows</u>	Packer Meadows
29	5292	174.50	<u>Takon Creek Camp</u>	Packer Meadows on Pack Creek near the junction of the Elk Meadows Road and the road to Wagon Mountain. (Est. TOPO El. 5201)
--	----	190.00	<u>Hot Spring</u>	Lolo Hot Springs (Est. TOPO El. 4150) Nicholson's mileage is off, it should be 181.1 mi.
--	----	-----	" <u>valley of the Bitter Root Loulou.</u> "	Lolo Creek Valley
30	4016	183.00	<u>Mullins Camp</u>	Camp of Lt. John Mullan circa 1853
31	3938	-----	<u>Lu Lu Prairie</u>	
--	----	202.00	<u>Mouth of Loulou Fork</u> (or Bitter Root Loulou)	Mouth of Lolo Creek, Montana
32	3591	203.00	<u>Lu Lu Camp</u>	
--	----	212.00	<u>Hell Gate</u>	not the town, probably the forks of the Hellgate (Clarks Fork) and St. Marys (Bitter Root) rivers.

-- ---- 220.00 Fort Owen

Fort Owen or old St. Marys Mission near  
Stevensville, Montana.

## APPENDIX II. Spreadsheet Analysis of Geographic data

TABLE 1. Table of Stations, Elevations, and Distances from Oliver Marcy's Report, Appendix "E", microfilm copy pages E3 to E6. (LOTUS1)

Station	Locality	Mileage		Elev.	
		Mileage	Change	Elev.	Change
1.	Lewiston	-----	-----	852.3	-----
2.	Craigs House	19.25	19.25	1834.3	982
3.	Craigs Mountain	26.50	7.25	3898.2	2064
4.	Cold Spring	36.00	9.50	4052.5	154
5.	Davidson's	57.00	21.00	3102.1	-950
6.	Summit W. Clearwater	-----	-----	3726.5	624
7.	Schultz Ferry	62.00	5.00	1376.4	-2350
8.	Summit E. Clearwater	-----	-----	3225.9	1850
9.	Texas Ranch	70.40	8.40	3192.0	-34
10.	Camas Prairie	-----	-----	3228.1	36
11.	Oyipe Prairie	77.40	7.00	3278.3	50
12.	Muscle Creek	-----	-----	3367.5	89
13.	Lo Lo Ford	93.65	16.25	-----	-----
14.	Hill E. Lo Lo	-----	-----	-----	-----
15.	Cold Spring	97.95	4.30	4659.3	1292
16.	Mt. Truax	100.95	3.00	5944.5	1285
17.	Squirrel [sic] Mt.	104.40	3.45	6015.5	71
18.	Butte Camp	110.90	6.50	5575.2	-440
19.	First Butte	112.40	1.50	6532.2	957
20.	Second Butte	113.90	1.50	6616.3	84
21.	Meadow Mt.	125.40	11.50	6528.0	-88
22.	Leaning Tree Camp	141.15	15.75	6000.9	-527
23.	Lake Templin	151.90	10.75	5272.1	-729
24.	The Chief	153.40	1.50	6845.5	1573
25.	Camp Independence	161.65	8.25	6195.5	-650
26.	Point of Rocks	165.65	4.00	6551.8	356
27.	Clearwater Ford	169.40	3.75	4229.0	-2323
28.	Hill East Cl. W. Ford	-----	-----	5819.7	1591
29.	Takon Creek Camp	174.90	5.50	5291.7	-528
30.	Mullan's Camp	183.40	8.50	4016.0	-1276
31.	Lu Lu Prairie	-----	-----	3937.8	-78
32.	Lu Lu Camp	203.40	20.00	3590.6	-347

TABLE 2. Composite Table of Distances from the Entire Report. (LOTUS50)

Sta.	Locality		Marcy+ Table	Nicholson Table	Camping#	Jour. Miles	Cum. Miles	Change Miles
1	Lewiston	M	0.00				0.00	
	Fort Lapwai	J				13.00	13.00	13.00
	Ford Sweetwater Creek	J				15.00	15.00	2.00
2	Craigs House	M	19.25				19.25	4.25
	Foot of Craigs Mountain	N		22.5			22.50	3.25
	Top of Craigs Mountain	N		26.5				
3	Craigs Mountain	M	26.50				26.50	4.00
	Cold Spring	N		36.0				
4	Cold Spring	M	36.00				36.00	9.50
	Davidson's	N		57.0				
5	Davidson's	M	57.00				57.00	21.00
	Summit W. Clearwater	J				58.00	58.00	1.00
6	Summit W. Clearwater	M	-----				-----	
	Schultz Ferry	N		62.0				
7	Schultz Ferry	M	62.00				62.00	4.00
	Summit E. Clearwater	J				65.00	65.00	3.00
8	Summit E. Clearwater	M	-----				-----	
	Texas Creek	N		70.0				
9	Texas Ranch	M	70.40				70.00	5.00
10	Camas Prairie	M	-----				-----	
	Commence Oyipe Prairie	N		77.0				
11	Oyipe Prairie	M	77.40				77.00	7.00
	Commence Timber Cutting	N		80.0			80.00	3.00
	Muscle Creek	NC		88.0	0.00		88.00	8.00
	Muscle Creek	T		88.5			88.50	
	Tinkham Ranch	J				88.00	88.00	
12	Muscle Creek	M	-----				-----	
13	Lo Lo Ford	M	93.65				93.25	5.25
14	Hill E. Lo Lo	M	-----				-----	
15	Cold Spring	M	97.95				97.55	4.30
	The Neck	NC			11.25		99.25	1.70
16	Mt. Truax	M	100.95				100.55	1.30
	Horse Gulch	NC			12.50		100.50	-0.05
	Pond Saddle	NC			15.00		103.00	2.50
17	Squirrel Mt.	M	104.40				104.00	1.00
	Shepherdson's Gulch	NC			16.75		104.75	0.75
	Excellent Grass	J			18.50		106.50	1.75
	Huston Creek	NC			20.50		108.50	2.00
	Swamp Grass Prairie	NC			21.00		109.00	0.50
18	Butte Camp	M	110.90				110.50	1.50
19	First Butte	M	112.40				112.00	1.50
20	Second Butte	M	113.90				113.50	1.50
	Prairie Saddle	NC			33.00		121.00	7.50
	Meadow Mountain	NC			37.00			

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	Meadow Mountain	N	125.0			
21	Meadow Mt.	M	125.40		125.00	4.00
	Leaves Ridge	J		131.50		
	Swampy Saddle	NC		43.50	131.50	6.50
	Duck Creek	NC		50.00	138.00	6.50
	Leaning Tree Camp	NC		52.00	140.00	
22	Leaning Tree Camp	M	141.15		140.75	2.75
	Inferior Grass	NC		55.00	143.00	2.25
	Swan's Springs	NC		60.00	148.00	5.00
	Moose Lake	NC		62.00	150.00	2.00
	Lake Templin Saddle	NC		63.50	151.50	1.50
23	Lake Templin	M	151.90			
24	The Chief	M	153.40		153.00	1.50
	Hole in the Ground	NC		68.25	156.25	3.25
	Good Grass and Plenty	NC		70.25	158.25	2.00
	Independence Camp	NC		73.25		
25	Camp Independence	M	161.65		161.25	3.00
	Start of Backbone	J		162.25	162.25	1.00
26	Point of rocks	M	165.65		165.25	3.00
	Clearwater Ford	N	169.0			
27	Clearwater Ford	M	169.40		169.00	3.75
28	Hill East Cl. W. Ford	M	-----		-----	
	Takon Creek	N	173.0	85.00	173.00	4.00
29	Takon Creek Camp	M	174.90		174.50	1.50
	Hot Spring	N	180.0		180.00	5.50
30	Mullan's Camp	M	183.40		183.00	3.00
31	Lu Lu Prairie	M	-----		-----	
	Mouth of Loulou Fork	N	202.0		202.00	19.00
32	Lu Lu Camp	M	203.40		203.00	1.00
	Hell Gate	N	212.0		212.00	9.00
	Fort Owen	N	220.0		220.00	8.00

## Symbols:

M = Marcy's Table of Elevations and Distances

N = Nicholsons Table of Distances

NC= Nicholsons Table of Camping Place Distances

J = Distance reference in Journals

# = Add 88.0 miles to Nicholson's Camping Places

+ = Subtract 0.4 miles from Marcy's Table after Schultz Ferry

TABLE 3. Composite list of only those Journal locations that have either a distance reference or an elevation reference. (LOTUS51)

Sta.	Journal Location	Candidate TOPO Location	Journal Elev.	TOPO Elev.	Elev. Diff.	Jour. Miles	Change Miles	TOPO Miles	Diff. Miles
1	Lewiston	Lewiston	852.3	730	122	0.00			
	Fort Lapwai	N. Idaho Indian Agency		1003		13.00	13.00	12.2	-0.8
	Ford Sweetwater Creek	Sweetwater Creek		1100		15.00	2.00	2.0	0.0
2	Craigs House	Jacques	1834.3	1385	449	19.25	4.25	4.1	-0.2
	Foot of Craigs Mountain	Culdesac		1725		22.50	3.25	3.2	-0.0
	Top of Craigs Mountain	+un-named+		3530					
3	Craigs Mountain	+un-named+	3898.2	3530	368	26.50	4.00	4.0	0.0
	Cold Spring	+un-named+		3700					
4	Cold Spring	+un-named+	4052.5	3700	353	36.00	9.50	10.3	0.8
	Davidson's	+un-named+		2764					
5	Davidson's	+un-named+	3102.1	2764	338	57.00	21.00	19.9	-1.1
	Summit W. Clearwater	+un-named+		3445		58.00	1.00	1.6	0.6
6	Summit W. Clearwater	+un-named+	3726.5	3445	282	-----			
	Schultz Ferry	Greer		1045					
7	Schultz Ferry	Greer	1376.4	1045	331	62.00	4.00	3.7	-0.3
	The Crag	+un-named+	2345.9	2190	156				
	Summit E. Clearwater	+un-named+		3070		65.00	3.00	2.4	-0.6
8	Summit E. Clearwater	+un-named+	3225.9	3070	156	-----			
	Texas Creek	Texas Creek		3020					
9	Texas Ranch	+un-named+	3192.0	3020	172	70.00	5.00	4.7	-0.3
10	Camas Prairie	+un-named+	3228.1	3075	153	-----			
	Commence Oyipe Prairie	Weippe Prairie		3007					
11	Oyipe Prairie	Weippe Prairie	3278.3	3007	271	77.00	7.00	6.8	-0.2
	Commence Timber Cutting	Heywood Meadows		3066		80.00	3.00	2.7	-0.3
	Muscle Creek	Musselshell Meadows		3180		88.00	8.00	7.5	-0.5
	Muscle Creek	Musselshell Meadows		3180		88.50			
	Tinkham Ranch	Musselshell Meadows		3180		88.00			
12	Muscle Creek	Musselshell Meadows	3367.5	3180	188	-----			
13	Lo Lo Ford	Lolo Forks		3389		93.25	5.25	5.0	-0.3
14	Hill E. Lo Lo	+un-named+		3799		-----			
15	Cold Spring	Camp Mildred	4659.3	4745	-86	97.55	4.30	4.3	0.0
	The Neck	Camp Martin		5144		99.25	1.70	1.7	-0.0
16	Mt. Truax	Snowy Summit	5944.5	6040	-96	100.55	1.30	1.1	-0.2
	Horse Gulch	Soldier Meadows		100.50		100.50	-0.05		
	Pond Saddle	Beaver Dam Saddle		5290		103.00	2.50	2.5	0.0
17	Squirrel Mt.	Rocky Ridge	6015.5	5914	102	104.00	1.00	0.9	-0.1
	Shepherdson's Gulch	+un-named+		104.75		104.75	0.75	0.7	-0.1
	Excellent Grass	Rocky Ridge		6540		106.50	1.75	1.7	-0.1
	Huston Creek	Little Weitas Creek	5345.5	5380	-35	108.50	2.00	2.1	0.1
	Swamp Grass Prairie	Weitas Meadows		5412		109.00	0.50	0.4	-0.1
18	Butte Camp	Green Saddle	5575.2	5420	155	110.50	1.50	1.9	0.4
19	First Butte	Bowl Butte	6532.2	6365	167	112.00	1.50	?	---
20	Second Butte	Willow Ridge	6616.3	6500	116	113.50	1.50	?	---
	Prairie Saddle	Noseum Meadows		5890		121.00	7.50	?	---
	-----	-----					*10.50	* 12.9	2.4
	Meadow Mountain	Bald Mountain		6526					
	Meadow Mountain	Bald Mountain		6526					
21	Meadow Mt.	Bald Mountain	6528.0	6526	2	125.00	4.00	3.8	-0.2
	Leaves Ridge	Indian Grave Camp		6280					
	Swampy Saddle	Indian Grave Camp		6280		131.50	6.50	6.7	0.2
	Duck Creek	Howard Creek		6180		138.00	6.50	6.7	0.2
	Leaning Tree Camp	Moon Saddle		6090		140.00			
22	Leaning Tree Camp	Moon Saddle	6000.9	6090	-89	140.75	2.75	2.7	-0.0

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	Inferior Grass Ridge	Indian Post Office	6880		143.00	2.25	1.9	-0.4
	Swan's Springs	Indian Post Office	6990.9	7033	-42			
	Moose Lake	Spring Mountain		6250		148.00	5.00	4.1
	Lake Templin Saddle	+un-named+		5800		150.00	2.00	2.3
23	Lake Templin	Cayuse Junction		5342		151.50	1.50	1.5
	Ridge to the east	Cayuse Lake	5272.1	5342	-70			0.0
24	The Chief	+un-named+	6000.0	6050	-50			
	Hole in the Ground	+un-named+	6845.5	6885	-40	153.00	1.50	2.0
	Good Grass and Plenty	+un-named+		6520		156.25	3.25	2.5
	Independence Camp	+un-named+		6580		158.25	2.00	2.1
25	Camp Independence	Papoose Saddle		5647				0.1
	Start of Backbone	Papoose Saddle	6195.5	6130	66	161.25	3.00	2.6
26	Point of rocks	+un-named+		5872		162.25	1.00	1.0
	Clearwater Ford	Rocky Point	6551.8	6260	292	165.25	3.00	3.0
27	Clearwater Ford	+un-named+		3965				0.0
	Hill on East Side	+un-named+	4229.0	3965	264	169.00	3.75	3.1
28	Hill East Cl. W. Ford	+un-named+	5779.0	5661	118			-0.6
	Takon Creek	+un-named+	5819.7	5661	159	-----		
29	Takon Creek Camp	Pack Creek	5359.0	5160	199	173.00	4.00	3.8
	Hot Spring	+un-named+	5291.7	5201	91	174.50	1.50	1.5
30	Mullan's Camp	Lolo Hot Springs		4150		180.00	5.50	6.9
31	Lu Lu Prairie	+un-named+	4016.0	-----		183.00	3.00	1.4
	Mouth of Loulou Fork	+un-named+	3937.8	-----		-----		---
32	Lu Lu Camp	+un-named+		-----		202.00	19.00	---
	Hell Gate	+un-named+	3590.6	-----		203.00	1.00	---
	Fort Owen	+un-named+		-----		212.00	9.00	---
		Fort Owen		-----		220.00	8.00	---



TABLE 4. Composite list of only those Journal locations that have an elevation reference. Elevations, elevation changes, and their difference are compared using the Journal values and topographic location values. (LOTUS52)

Sta.	Journal Location	Candidate TOPO Location	Journal Elev.	Journal Change	TOPO Elev.	TOPO Change	Elev. Diff. Diff.	Diff. %	Change Diff.	Diff. %
1	Lewiston	Lewiston	952.3		730		122	14.3%		
2	Craigs House	Jacques	1834.3	982	1385	655	449	24.5%	327	33.3%
3	Craigs Mountain	+un-named+	3898.2	2064	3530	2145	368	9.4%	-81	-3.9%
4	Cold Spring	+un-named+	4052.5	154	3700	170	353	8.7%	-16	-10.2%
5	Davidson's	+un-named+	3102.1	-950	2764	-936	338	10.9%	-14	1.5%
6	Summit W. Clearwater	+un-named+	3726.5	624	3445	681	282	7.6%	-57	-9.1%
7	Schultz Ferry	Greer	1376.4	-2350	1045	-2400	331	24.1%	50	-2.1%
	The Crag	+un-named+	2345.9	970	2190	1145	156	6.6%	-176	-18.1%
8	Summit E. Clearwater	+un-named+	3225.9	880	3070	880	156	4.8%	0	0.0%
9	Texas Ranch	+un-named+	3192.0	-34	3020	-50	172	5.4%	16	-47.5%
10	Camas Prairie	+un-named+	3228.1	36	3075	55	153	4.7%	-13	-52.4%
11	Oyipe Prairie	Weippe Prairie	3278.3	50	3007	-68	271	8.3%	115	235.5%
12	Muscle Creek	Musselshell Meadows	3367.5	89	3180	173	188	5.6%	-84	-93.9%
15	Cold Spring	Camp Mildred	4659.3	1292	4745	1565	-86	-1.8%	-273	-21.1%
16	Mt. Truax	Snowy Summit	5944.5	1285	6040	1295	-96	-1.6%	-10	-0.5%
17	Squirrel Mt.	Rocky Ridge	6015.5	71	5914	-126	102	1.7%	197	277.5%
	Huston Creek	Little Weitas Creek	5345.5	-670	5380	-534	-35	-0.6%	-136	20.3%
18	Butte Camp	Green Saddle	5575.2	230	5420	40	155	2.3%	190	92.6%
19	First Butte	Bowl Butte	6532.2	957	6365	945	167	2.8%	12	1.3%
20	Second Butte	Willow Ridge	6616.3	84	6500	135	116	1.8%	-51	-60.5%
21	Meadow Mt.	Bald Mountain	6529.0	-88	6526	26	2	0.0%	-114	129.4%
22	Leaning Tree Camp	Moon Saddle	6000.9	-527	6090	-436	-89	-1.5%	-91	17.3%
	Ridge	Indian Post Office	6990.9	990	7033	943	-42	-0.6%	47	4.7%
23	Lake Templin	Cayuse Lake	5272.1	-1719	5342	-1691	-70	-1.3%	-28	1.6%
	Ridge to the east	+un-named+	6000.0	723	6050	703	-50	-0.8%	20	2.7%
24	The Chief	+un-named+	6845.5	946	6685	835	-40	-0.6%	11	1.2%
25	Camp Independence	Papoose Saddle	6195.5	-650	6130	-755	66	1.1%	105	-16.2%
26	Point of rocks	Rocky Point	6551.8	356	6260	130	292	4.5%	226	63.5%
27	Clearwater Ford	+un-named+	4229.0	-2323	3965	-2295	264	6.2%	-25	1.2%
	Hill on East Side	+un-named+	5779.0	1550	5661	1696	118	2.0%	-146	-9.4%
28	Hill East Cl. W. Ford	+un-named+	5819.7	1591	5661	1696	159	2.7%	-105	-6.6%
	Takon Creek	Pack Creek	5359.0	-420	5160	-501	199	3.7%	51	-19.3%
29	Takon Creek Camp	+un-named+	5291.7	-528	5201	-460	91	1.7%	-35	12.9%
30	Mullan's Camp	+un-named+	4016.0	-1276	----	----				
31	Lu Lu Prairie	+un-named+	3937.8	-78	----	----				
32	Lu Lu Camp	+un-named+	3590.6	-347	----	----				

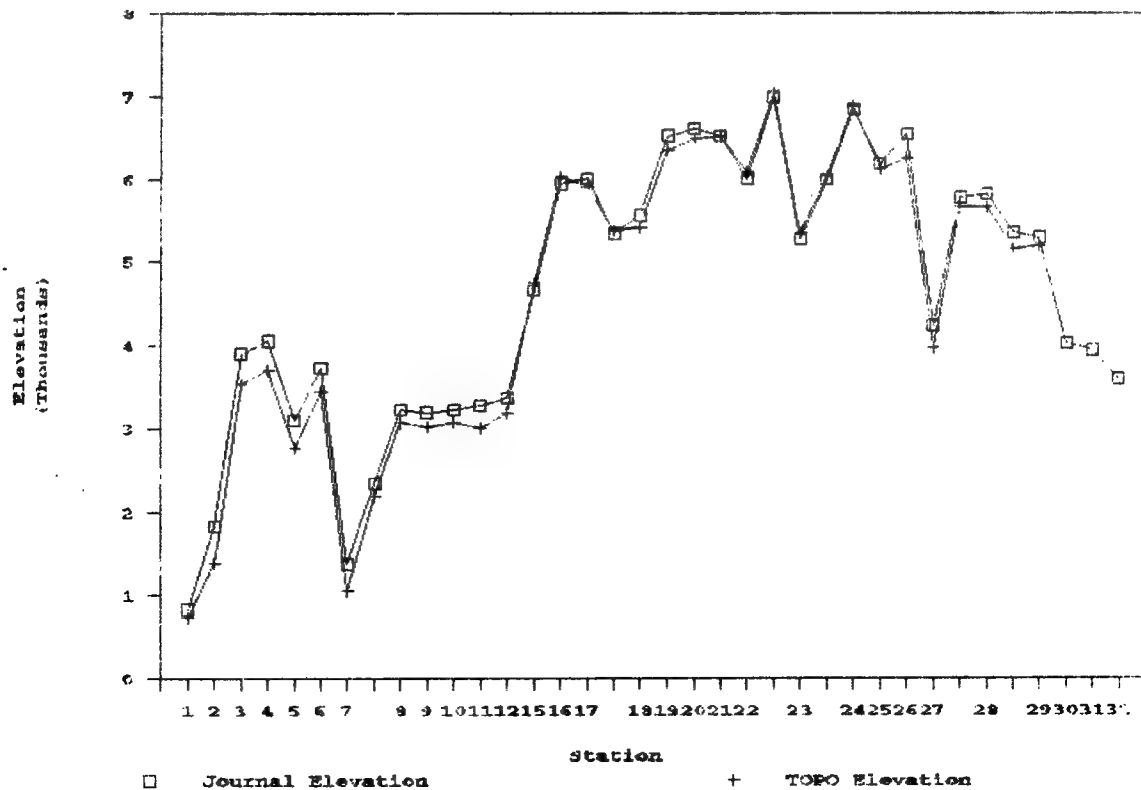


Figure 4-1. Comparison of Journal elevations with corresponding topographic elevations for all stations. Agreement is quite good when barometric changes due to changing weather are taken into account.

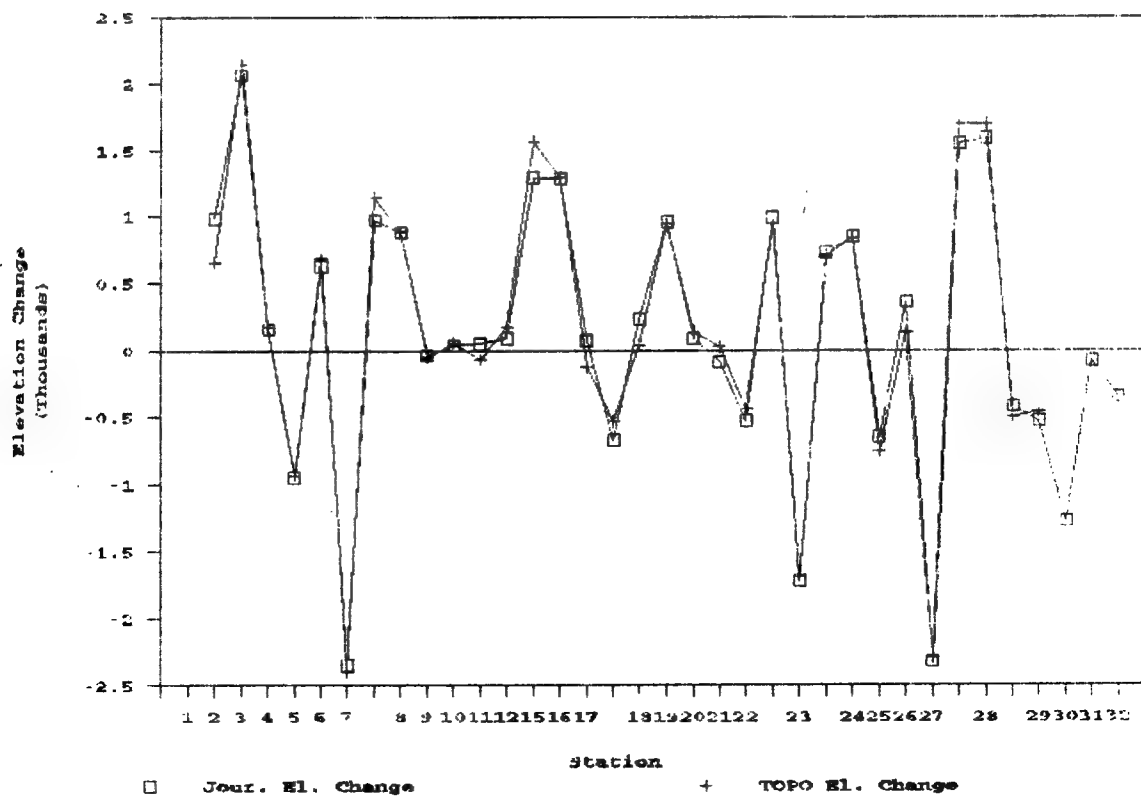


Figure 4-2. Comparison of elevation changes.

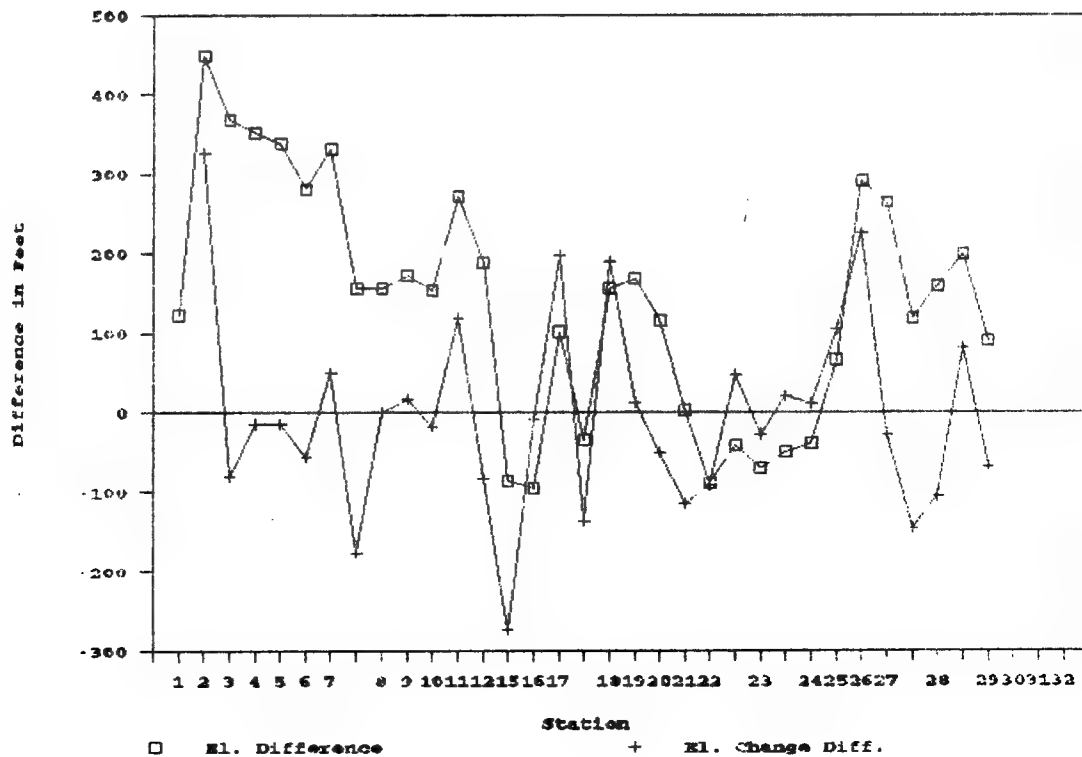


Table X5. (Lotus53)

This list contains only those geographic locations which have a very high probability of correctness. They will be used do linear regression correction for the other elevation values in the Journal.

The elevation differences and elevation change differences will be minimized by the proper selection of intercepts and slopes.

X	Sta.	Journal Location	Journal Elev.	Journal Change	TOPO Elev.	TOPO Change	Elev. Diff.	Diff. %	Change Diff.	Diff. %
1	1	Lewiston	852.3		730		122	14%		
2	2	Craigs House	1834.3	982	1385	655	449	24%	327	33%
3	3									
4	4									
5	5									
6	6									
7	7	Schultz Ferry	1376.4	-458	1045	-340	331	24%	-115	26%
8	8									
9	9									
10	10									
11	11									
12	12	Muscle Creek	3367.5	1991	3180	2135	188	6%	-144	-7%
13	13									
14	14									
15	15									
16	16	Mt. Truax	5944.5	2577	5040	2860	-96	-2%	-283	-11%
17	17									
18	18									
19	19									
20	20									
21	21	Meadow Mt.	6528.0	584	6526	486	2	0%	98	17%
22	22	Leaning Tree Camp	6000.9	-527	6090	-436	-89	-1%	-91	17%
23	23	Ridge	6990.9	990	7033	943	-42	-1%	47	5%
24	24									
25	25	The Chief	6845.5	-145	6885	-148	-40	-1%	3	-2%
26	26	Point of rocks	6551.8	-294	6260	-625	292	4%	331	-113%
27	27	Clearwater Ford	4229.0	-2323	3965	-2295	264	6%	-25	1%
28	28									
29	29									
30	30									
31	31									
32	32									
33	33									
34	34									
35	35									

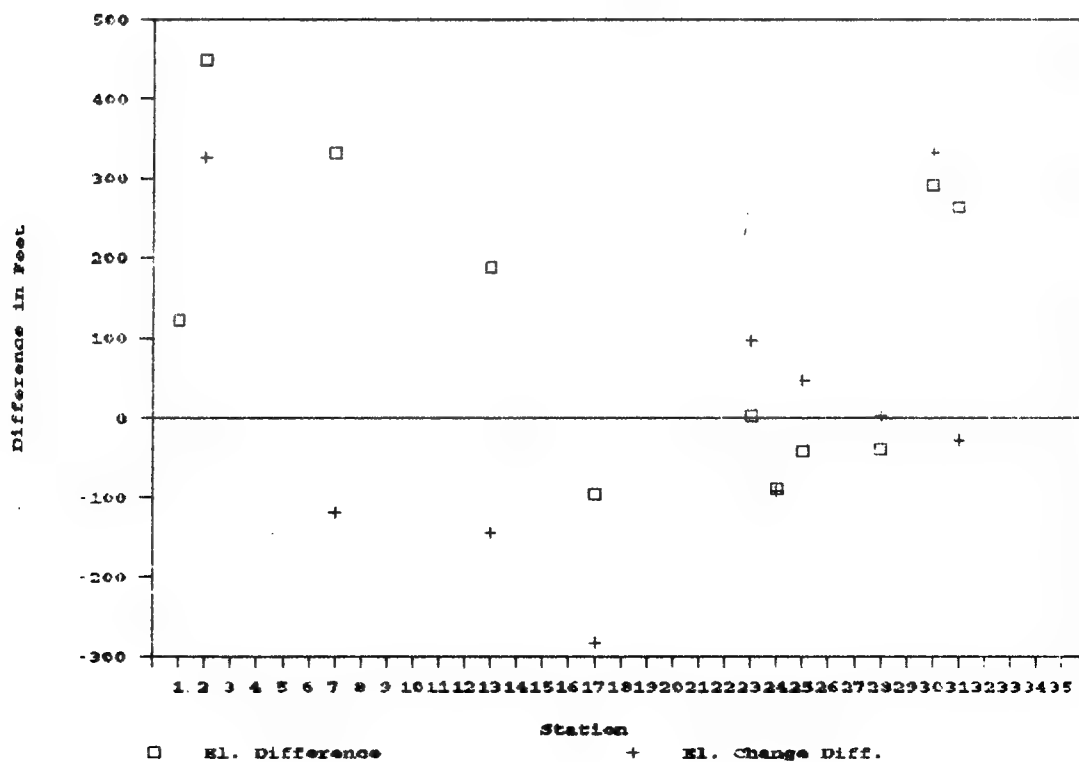


Table X6. (Lotus54)

This list contains the Journal elevations that have been estimated using linear regression.

Range	Equation								
1	subtract 122.3								
2-13	y=-23.8X+497	-23.8	497						
14-15	y=16.2X-371 was applied to TOPO elevations								
15-23	y=16.2X-371	16.20	-371						
24-28	y=12.3X-384	12.3	-384						
29	subtract 140 feet								
30-43	y=-27.8X+1126	-27.8	1126						

Sta.	Journal Location	Journal Elev.	Est. Journal Elev.	Est. Journal Change	TOPO Elev.	TOPO Change	Elev. Diff.	Diff. %	Change Diff.	Diff. %
1	Lewiston	852.3	* 730		730		0	0.0%		
2	Craigs House	1834.3	*1385	655	1385	655	-0	-0.0%	-0	-0.0%
3	Craigs Mountain	3898.2	3473	2088	3530	2145	-57	-1.7%	-57	-2.7%
4	Cold Spring	4052.5	3651	178	3700	170	-49	-1.4%	8	4.5%
5	Davidson's	3102.1	2724	-927	2764	-936	-40	-1.5%	9	-1.0%
6	Summit W. Clearwater	3726.5	3372	648	3445	681	-73	-2.2%	-33	-5.1%
7	Schultz Ferry	1376.4	*1046	-2326	1045	-2400	1	0.1%	74	-3.2%
	The Crag	2345.9	2039	993	2190	1145	-151	-7.4%	-152	-15.3%
8	Summit E. Clearwater	3225.9	2943	904	3070	880	-127	-4.3%	24	2.6%
9	Texas Ranch	3192.0	2933	-10	3020	-50	-87	-3.0%	40	*****
10	Camas Prairie	3228.1	2993	60	3075	55	-82	-2.7%	5	8.2%
11	Oyipe Prairie	3278.3	3067	74	3007	-68	60	2.0%	142	191.9%
12	Muscle Creek	3367.5	*3180	113	3180	173	-0	-0.0%	-60	-53.1%
13	Lo Lo Ford	-----	3245	65	3389	209	-144	-4.4%	-144	*****
14	Hill E. Lo Lo	-----	3671	426	3799	410	-128	-3.5%	16	3.5%
15	Cold Spring	4659.3	4771	1591	4745	1565	26	0.5%	26	1.6%
16	Mt. Truax	5944.5	*6040	1269	6040	1295	0	0.0%	-26	-2.0%
17	Squirrel Mt.	6015.5	6095	55	5914	-126	191	3.0%	181	329.9%
	Huston Creek	5345.5	5409	-686	5380	-534	29	0.5%	-152	22.2%
18	Butte Camp	5575.2	5622	214	5420	40	202	3.6%	174	81.3%
19	First Butte	6532.2	6563	941	6365	945	198	3.0%	-4	-0.4%
20	Second Butte	6616.3	6631	68	6500	135	131	2.0%	-67	-96.8%
21	Meadow Mt.	6528.0	*6526	-105	6526	26	0	0.0%	-131	124.9%
22	Leaning Tree Camp	6000.9	*6090	-437	6090	-436	-0	-0.0%	-1	0.2%
	Ridge	6990.9	*7067	978	7033	943	34	0.5%	35	3.5%
23	Lake Templin	5272.1	5336	-1731	5342	-1691	-6	-0.1%	-40	2.3%
	Ridge to the east	6000.0	6052	716	6050	708	2	0.0%	8	1.1%
24	The Chief	6845.5	*6885	833	6885	835	0	0.0%	-2	-0.2%
25	Camp Independence	6195.5	6056	-830	6130	-755	-75	-1.2%	-75	9.0%
26	Point of rocks	6551.8	*6260	204	6260	130	-0	-0.0%	74	36.4%
27	Clearwater Ford	4229.0	*3965	-2295	3965	-2295	-0	-0.0%	0	0.0%
	Hill on East Side	5779.0	5543	1578	5661	1696	-118	-2.1%	-118	-7.5%
28	Hill East Cl. W. Ford	5819.7	5611	1646	5661	1696	-50	-0.9%	-50	-3.0%
	Takon Creek	5359.0	5178	-364	5160	-501	18	0.4%	137	-37.5%
29	Takon Creek Camp	5291.7	5139	-472	5201	-460	-62	-1.2%	-12	2.6%
30	Mullan's Camp	4016.0	4016	-1123	-----	-----	-----	-----	-----	-----
31	Lu Lu Prairie	3937.8	3938	-78	-----	-----	-----	-----	-----	-----
32	Lu Lu Camp	3590.6	3591	-347	-----	-----	-----	-----	-----	-----

\* Very high probability of correct geographic location

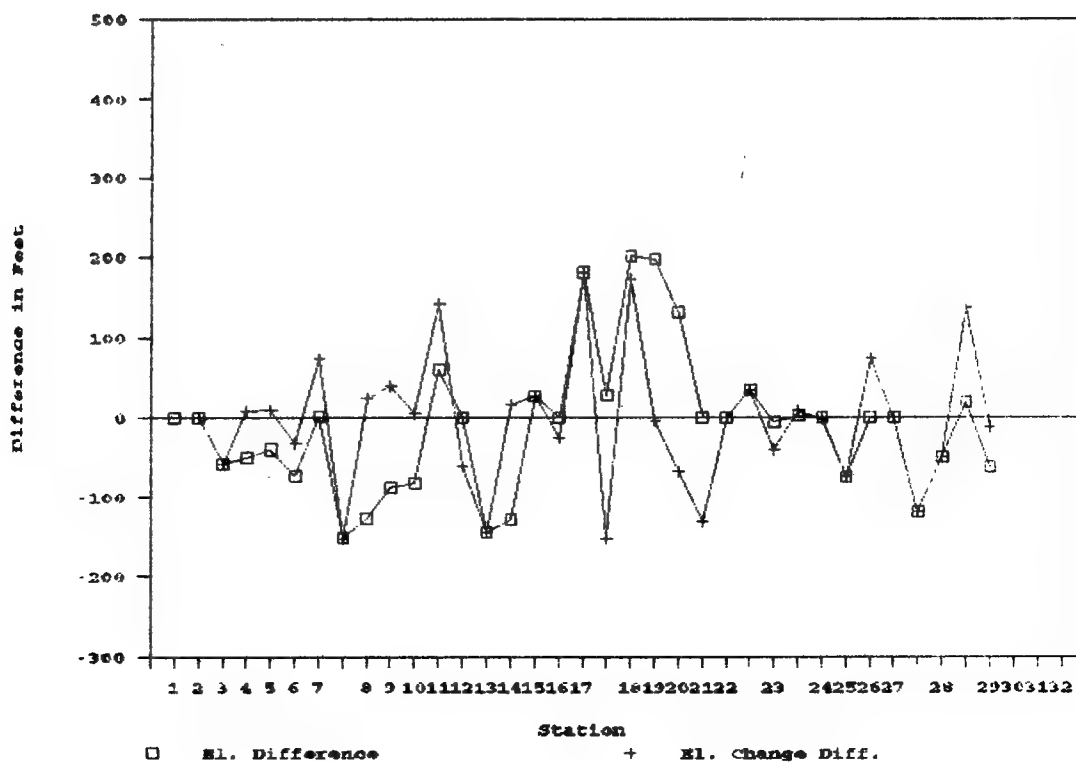




Table X7. (Lotus55)

This list contains the Journal elevations that have been estimated using linear regression.

X	Sta.	Journal Location	A			B			C			D			E			F			A-B	A-C	B-C	D-E	D-F	E-F
			Jour.	Est.	TOPO	Jour.	Est.	TOPO	Jour.	Est.	TOPO	Jour.	Est.	TOPO	Jour.	Est.	TOPO	Jour.	Est.	TOPO						
1	1	Lewiston	852.3	* 730	730																122	122	0			
2	2	Craigs House	1834.3	*1385	1385				982	655	655										449	449	0	327	327	0
3	3	Craigs Mountain	3898.2	3473	3530				2064	2088	2145										426	368	-57	-24	-51	-57
4	4	Cold Spring	4052.5	3651	3700				154	178	170										402	353	-49	-24	-16	9
5	5	Davidson's	3102.1	2724	2764				-950	-927	-936										378	338	-40	-24	-14	9
6	6	Summit W. Clearwater	3726.5	@3372	3445				624	648	681										354	282	-73	-24	-57	-33
7	7	Schultz Ferry	1376.4	*1045	1045				-2350	-2327	-2400										331	331	0	-23	50	73
8		The Crag	2428.4	2097	2190				1052	1052	1145										331	238	-93	0	-93	-93
9		Top of Schultz Hill	3308.4	&2977	3070				880	880	880										331	238	-93	0	0	0
10	8	Summit E. Clearwater	3225.9	2943	3101				1850	1898	2056										283	125	-158	-49	-207	-158
11	9	Texas Ranch	3192.0	2933	3020				-34	-10	-81										259	172	-87	-24	47	71
12	10	Camas Prairie	3228.1	2993	3075				36	60	55										235	153	-82	-24	-19	5
13	11	Oyipe Prairie	3278.3	3067	*3007				50	74	-68										211	271	60	-24	118	142
14	12	Muscle Creek	3367.5	*3180	3180				89	113	173										188	188	0	-24	-84	-60
15	13	Lo Lo Ford		@	3389						209															
16	14	Hill E. Lo Lo			3799						410															
17	15	Cold Spring	4659.3	4771	*4745				1292	1591	1565										-112	-86	26	-299	-273	26
18	16	Mt. Truax	5944.5	*6040	6040				1285	1269	1295										-96	-96	0	16	-10	-26
19	17	Squirrel Mt.	6015.5	6095	5914				71	55	-126										-79	102	181	16	197	181
20		Huston Creek	5345.5	@5409	5380				-670	-686	-534										-63	-35	29	16	-136	-152
21	18	Butte Camp	5575.2	5622	5420				230	214	40										-47	155	202	16	190	174
22	19	First Butte	6532.2	6563	6365				957	941	945										-31	167	198	16	12	-4
23	20	Second Butte	6616.3	6631	6500				84	68	135										-15	116	131	16	-51	-67
24	21	Meadow Mt.	6528.0	*6526	6526				-88	-105	26										2	2	0	16	-114	-131
25	22	Leaning Tree Camp	6000.9	*6090	6090				-527	-436	-436										-89	-89	0	-91	-91	-0
26		Ridge	6990.9	*7067	7033				990	977	943										-76	-42	34	13	47	34
27	23	Lake Templin	5272.1	@5336	5342				-1719	-1731	-1691										-64	-70	-6	12	-28	-40
28		Ridge to the east	6000.0	@6052	6050				728	716	708										-52	-50	2	12	20	5
29	24	The Chief	6845.5	*6885	6835				846	833	835										-40	-40	0	12	11	-2
30	25	Camp Independence	6195.5	6056	*6130				-650	-829	-755										140	66	-74	179	105	-74
31	26	Point of rocks	6551.8	*6260	6260				356	204	130										292	292	0	152	226	74
32	27	Clearwater Ford	4229.0	*3965	3965				-2323	-2295	-2295										264	264	0	-28	-25	0
33		Hill on East Side	5779.0	5543	5661				1550	1578	1696										236	118	-118	-28	-146	-118
34	28	Hill East Cl. W. Ford	5819.7	@5611	5661				1591	1646	1696										209	159	-50	-55	-105	-50
35		Takon Creek	5359.0	5178	5160				-420	-365	-501										181	199	18	-55	91	136
36	29	Takon Creek Camp	5291.7	5139	5201				-528	-472	-460										153	91	-62	-56	-68	-12
37	30	Mullan's Camp	4016.0	4016					-1276	-1123														-153		
38	31	Lu Lu Prairie	3937.8	3938					-78	-78														0		
39	32	Lu Lu Camp	3590.6	3591					-347	-347														0		

\* Very high probability of correct geographic location

@ Added to the list of very high probability of correct location

& Added to correct for difference between Nicholson and Marcy

# TOPO elevation generates larger than acceptable error

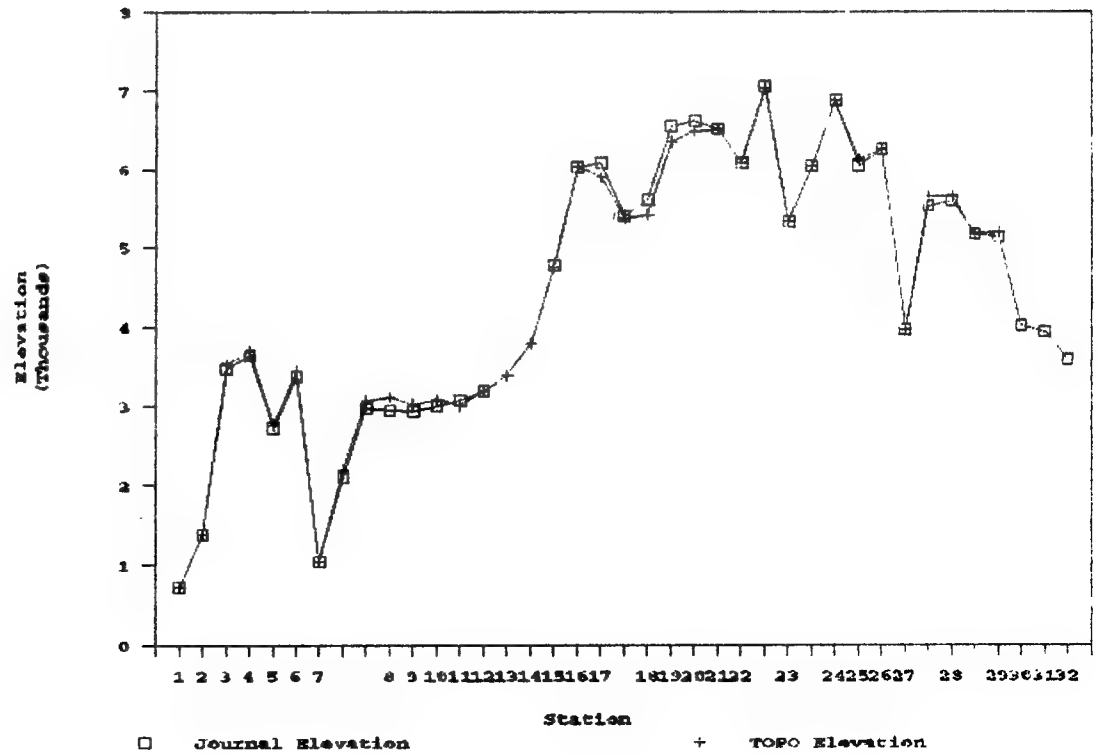


Table X8. (Lotus56)

This spreadsheet contains the final values of topo elevations and estimated Journal elevations that are needed to minimize errors. These values are found by trial and error

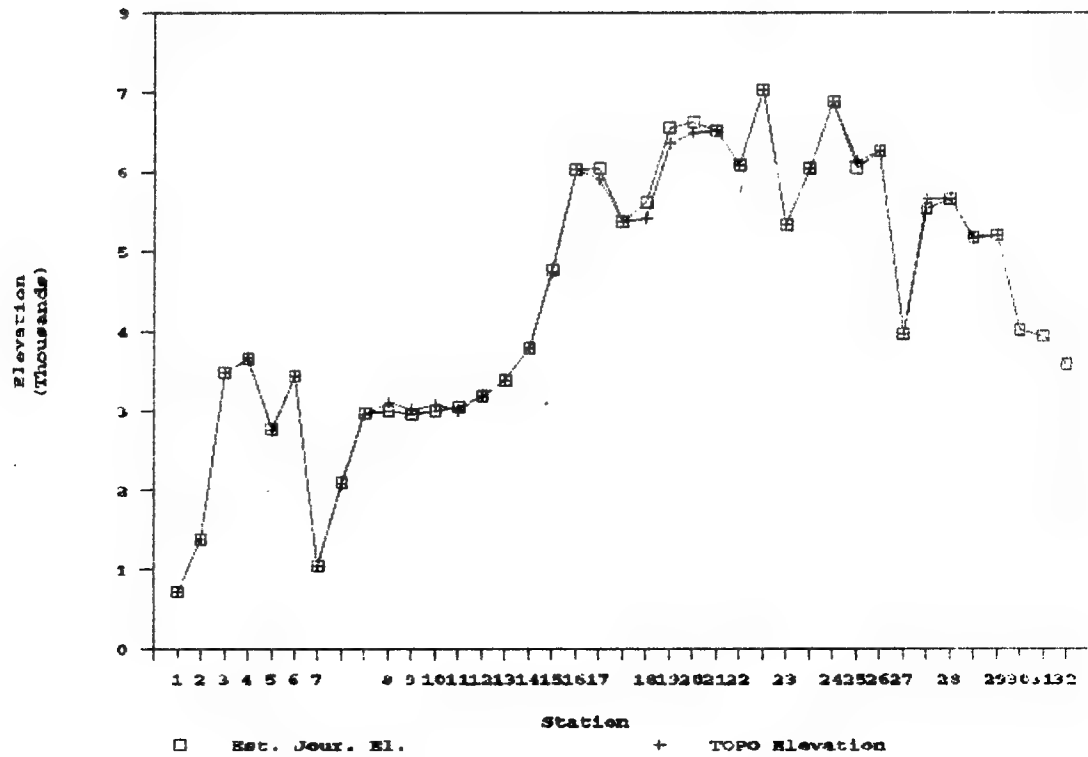
X	Sta.	Journal Location	A			B			C			D			E			F			A-B	A-C	B-C	D-E	D-F	E-F
			Jour. Elev.	Est. Jour. Elev.	TOPO Elev.	Jour. Change	Est. Jour. Change	TOPO Change	Jour. Change	Est. Jour. Change	TOPO Change	Jour. Change	Est. Jour. Change	TOPO Change	Jour. Change	Est. Jour. Change	TOPO Change	Jour. Change	Est. Jour. Change	TOPO Change						
1	1	Lewiston	852.3	* 730	730													122	122	0						
2	2	Craigs House	1834.3	*1385	1385	982	655	655	449	449	0	327	327	0												
3	3	Craigs Mountain	3898.2	3480	3480	2064	2095	2095	418	418	0	-31	-31	0												
4	4	Cold Spring	4052.5	3658	3670	154	178	190	395	383	-12	-24	-36	-12												
5	5	Davidson's	3102.1	2774	2764	-950	-884	-906	328	338	10	-66	-44	22												
6	6	Summit W. Clearwater	3726.5	*3445	3445	624	671	681	282	282	0	-47	-57	-10												
7	7	Schultz Ferry	1376.4	*1045	1045	-2350	-2400	-2400	331	331	0	50	50	0												
8		The Crag	2428.4	*2097	2080	1052	1052	1035	331	348	17	0	17	17												
9		Top of Schultz Hill	3308.4	*2977	2960	880	880	880	331	348	17	0	0	0												
10	8	Summit E. Clearwater	3225.9	2998	*3101	1850	1953	2056	228	125	-103	-104	-207	-103												
11	9	Texas Ranch	3192.0	2964	3020	-34	-34	-81	228	172	-56	0	47	47												
12	10	Camas Prairie	3228.1	3000	3075	36	36	55	228	153	-75	0	-19	-19												
13	11	Oyipe Prairie	3278.3	3050	*3007	50	50	-68	228	271	43	0	118	118												
14	12	Muscle Creek	3367.5	*3180	3180	89	130	173	188	188	0	-41	-84	-43												
15	13	Lo Lo Ford		*3389	3389		209	209				0		0												
16	14	Hill E. Lo Lo		*3799	3799		410	410				0		0												
17	15	Cold Spring	4659.3	4771	*4745	1292	1591	1565	-112	-86	26	-299	-273	26												
18	16	Mt. Truax	5944.5	*6040	6040	1285	1269	1295	-96	-96	0	16	-10	-26												
19	17	Squirrel Mt.	6015.5	6050	5914	71	10	-126	-35	102	136	61	197	136												
20		Huston Creek	5345.5	*5380	5380	-670	-670	-534	-35	-35	0	0	-136	-136												
21	18	Butte Camp	5575.2	5622	5420	230	242	40	-47	155	202	-13	190	202												
22	19	First Butte	6532.2	6563	6365	957	941	945	-31	167	198	16	12	-4												
23	20	Second Butte	6616.3	6631	6500	84	68	135	-15	116	131	16	-51	-67												
24	21	Meadow Mt.	6528.0	*6526	6526	-88	-105	26	2	2	0	16	-114	-131												
25	22	Leaning Tree Camp	6000.9	*6090	6090	-527	-436	-436	-89	-89	0	-91	-91	-0												
26		Ridge	6990.9	*7033	7033	990	943	943	-42	-42	0	47	47	0												
27	23	Lake Templin	5272.1	*5342	5342	-1719	-1691	-1691	-70	-70	0	-28	-28	0												
28		Ridge to the east	6000.0	*6050	6050	728	708	708	-50	-50	0	20	20	0												
29	24	The Chief	6845.5	*6885	6885	846	835	835	-40	-40	0	11	11	0												
30	25	Camp Independence	6195.5	6056	*6130	-650	-829	-755	140	66	-74	179	105	-74												
31	26	Point of rocks	6551.8	*6260	6260	356	204	130	292	292	0	152	226	74												
32	27	Clearwater Ford	4229.0	*3965	3965	-2323	-2295	-2295	264	264	0	-28	-28	0												
33		Hill on East Side	5779.0	5543	5661	1550	1578	1696	236	118	-118	-28	-146	-118												
34	28	Hill East Cl. W. Ford	5819.7	*5661	5661	1591	1696	1696	159	159	0	-105	-105	0												
35		Takon Creek	5359.0	5178	5160	-420	-365	-501	181	199	18	-55	81	136												
36	29	Takon Creek Camp	5291.7	*5201	5201	-528	-460	-460	91	91	0	-68	-68	0												
37	30	Mullan's Camp	4016.0	4016		-1276	-1185					-91														
38	31	Lu Lu Prairie	3937.8	3938		-78	-78					0														
39	32	Lu Lu Camp	3590.6	3591		-347	-347					0														

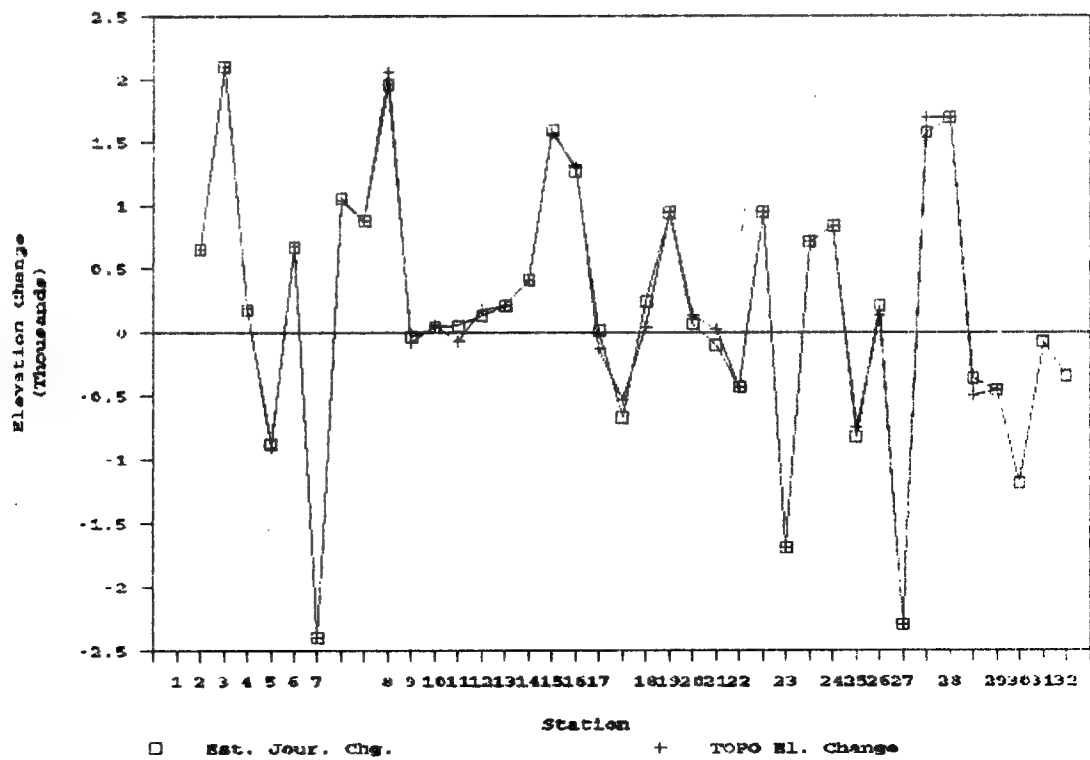
\* Very high probability of correct geographic location

@ Added to the list of very high probability of correct location

& Added to correct for difference between Nicholson and Marcy

# TOPO elevation generates larger than acceptable error





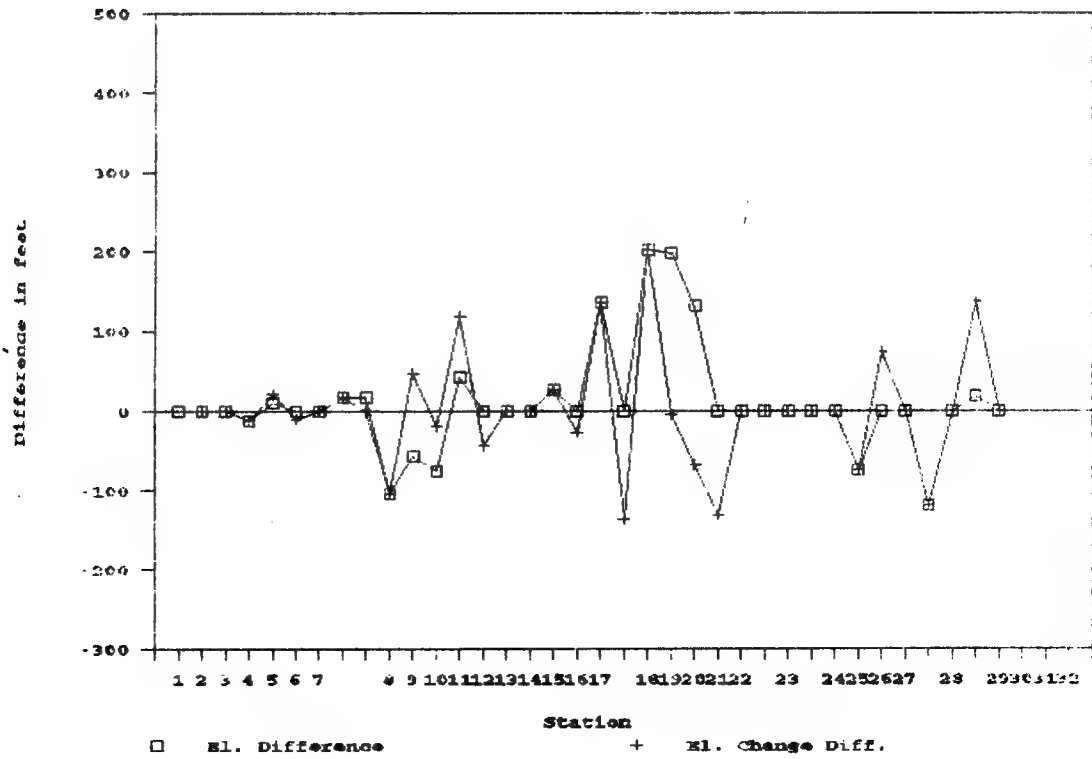


Table X9. (Lotus60)

This list of elevations and distances contains all locations which are referenced in the Journal. Trail elevations are given separately from the geographic place name elevations

Sta.	Journal Location	Candidate TOPO Location	Journal Elev.	Est. TOPO Elev.	Est. Trail Elev.	Est. Jour. Miles	Change Miles
1	Lewiston	Lewiston	852.3	730	730	0.00	
	Clearwater bottoms	Lewiston		739	739		
	ascends to a plateau	+un-named+					
	crosses plateau	+un-named+		1760	1760	9.5	
	descends to Lapwai Creek	Soldier Canyon					
	Lapwai Creek	Lapwai Creek		964	980	12.2	
	Fort Lapwai	N. Idaho Indian Agency		1003	1003	13.00	13.00
	left bank of Lapwai	Lapwai Creek					
	Ford Sweetwater Creek	Sweetwater Creek		1100	1100	15.00	2.00
2	Craigs House	Jacques	1934.3	1335	1385	19.25	4.25
	Foot of Craigs Mountain	Culdesac		1725	1725	22.50	3.25
	ascend Craigs Mountain	+un-named+					
	Top of Craigs Mountain	+un-named+		3460	3460	26.50	
3	Craigs Mountain or	+un-named+	3896.2	3480	3480	26.50	4.00
	Top of Lapwai Mountains	-----					
	strip of timber	+un-named+					
4	Cold Spring	+un-named+	4052.5	3670	3670	36.00	9.50
	second table land	Nez Perce Prairie		3760	3760		
5	Davidson's	+un-named+	3102.1	2764	2764	57.00	21.00
	Davidson's Creek	Fivemile Creek					
	rise of 668 feet						
6	Summit W. Clearwater	+un-named+	3726.5	3445	3445	-----	
	descent of 2446 feet	+un-named+					
	Clearwater Hills	+un-named+					
	Canyon of the Clearwater	Clearwater Canyon					
	Clearwater River	Clearwater River		1045	1045	62	
7	Schultz Ferry	near Greer	1376.4	1045	1045	62.00	4.00
	ascent of 3 miles	+un-named+					
	The Saddle	+un-named+		1970	1970	63.0	
	The Horseshoe	+un-named+		2200	2200	63.4	
	The Crag	+un-named+	2428.4	2080	2080	63.7	
	ascent of 830 feet	+un-named+					
	Top of Schultz Hill	+un-named+	3308.4	2960	2960	65.00	3.00
8	Summit E. Clearwater	+un-named+	3225.9	3101	2960		
	Texas Creek	Texas Creek		3020	3020	70.00	
9	Texas Ranch	+un-named+	3192.0	3020	3020	70.00	5.00
10	Camas Prairie	+un-named+	3228.1	3075	3075		
	Road to Oro Fino mines	+un-named+			3023	74.6	
	Commence Oyipe Prairie	Weippe Prairie					
	crosses prairie 3 miles	+un-named+					
11	Oyipe Prairie	Weippe Prairie	3278.3	3007	3007	77.00	7.00
	Commence Timber Cutting	Heywood Meadows		3066	3066	80.00	3.00
	Hills, Prairies, Bottoms	Fords Creek					
	Muscle Creek Camp	Musselshell Meadows		3180	3180	85.00	5.00
	Muscle Creek	Musselshell Creek		3180	3150	85.50	
12	Muscle Creek	Musselshell Meadows	3367.5	3150	3150	-----	
	Tinkham Ranch	Musselshell Meadows		3150	3150	86.0	
	enter the mountain region	Musselshell Meadows					
	hills above Muscle Creek	+un-named+			3720	91.2	
13	Lo Lo Ford	Lolo Forks		3389	3389	93.25	5.25
	Lo Lo Creek	Lolo Creek		3389	3389	93.25	
	ascends a spur	+un-named+					
14	Hill E. Lo Lo	+un-named+		3799	3799	93.50	
	back bone of the spur	+un-named+			4368	95.7	
15	Cold Spring	Camp Mildred	4659.3	4745	4745	97.55	4.30
	Main Divide	+un-named+					

## Bird-Truax Trail

## Research Report

	The Neck	Camp Martin	4964	5144	5144	99.25	1.70
	Gradual rise of 930 feet	+un-named+					
16	Mt. Truax	Snowy Summit	5944.5	6040	6040	100.55	1.30
	Horse Gulch	Soldier Meadows				100.50	-0.05
	backbone of Mt. Truax	+un-named+			6000	100.9	
	descended to deep ravine	+un-named+					
	descent of 740 feet	+un-named+					
	Pond Saddle	Beaver Dam Saddle	5219	5290	5290	103.00	2.50
	ascends squirrel Mt. or	ascends Rocky Ridge					
	ascends Mus-coe-max Mt.	-----					
17	Squirrel Mt. or	begin Rocky Ridge	6015.5	5914	5914	104.00	1.00
	Mus-coe-max Mountain	-----					
	follows lengthend summit	+un-named+					
	Shepherdson's Gulch	+un-named+			5917	104.75	0.75
	Summit of Squirrel Mt. or	Rocky Ridge summit		6540	6540	106.5	
	Summit of Mus-coe-Max Mt.	-----					
	Excellent Grass	Rocky Ridge summit		6540	6540	106.50	1.75
	falls 670 feet	+un-named+					
	Huston Creek	Little Weitas Creek	5345.5	5380	5380	108.50	2.00
	Swamp Grass Prairie	Weitas Meadows		5412	5412	109.00	0.50
	rises gradually and falls	+un-named+		5805			
18	Butte Camp or	Green Saddle	5575.2	5420	5420	110.50	1.50
	Saddle to the west	-----					
	Mt. Juliet	Bowl Butte		6365	5840	111.7	
19	First Butte	Bowl Butte	6532.2	6365		112.00	1.50
	winds around north side	+un-named+					
	saddle between	Deep Saddle		5027	5027	113.5	
20	Second Butte	Willow Ridge	6616.3	6500		113.50	1.50
	Mt. Romeo	Willow Ridge		6500	5690	115.3	
	winds around north side	+un-named+					
	Saddle on the east	Sherman Saddle		4737	4737	116.5	
	rising 1074 feet	+un-named+					
	top of ridge	+un-named+			5811	117.7	
	follows ridge 1 mile	+un-named+					
	Mt. Henderson	Sherman Peak					
	along the north side	+un-named+			6120		
	Prairie Saddle	Noseeum Meadows		5890	5890	121.00	7.50
	ascends 250 feet	+un-named+					
	start of the ridge	+un-named+			6040	121.7	
	gently undulating summit	+un-named+			6125	122.9	
21	Meadow Mountain	Bald Mountain	6528.0	6526	6526	125.00	4.00
	descends to saddle	+un-named+					
	saddle between	+un-named+		5792	5782	125.9	
	Mt. Bird	Castle Butte		6659			
	along the north side	+un-named+					
	beginning of ridge	+un-named+			6606		
	follows ridge	+un-named+			6517	125.2	
	Castle Rock	+un-named+			6592	129.7	
	Swampy Saddle or	Indian Grave Camp		6230	6230	131.50	6.50
	Leaves Ridge	-----					
	Snow Bridge Gulch	+un-named+		4520			
	Mt. Woods	+un-named+		6349			
	along the north side	+un-named+			5740	133.9	
	Saddle, above Snow Bridge	Saddle Camp		5420	5420	134.9	
	ascends 610 feet	+un-named+			6030		
	runs along a ridge	+un-named+					
	Tower Rock	Devils Chair			6422	136.6	
	start decent	+un-named+		6625	6625	137.2	
	descends 480 feet	+un-named+					
	Saddle at Duck Creek	Saddle at Howard Camp		6150	6150	138.00	
	Duck Creek	Howard Creek				138.00	6.50
	Duck Creek Camp	Howard Camp		6030	6030		
	north side of small butte	+un-named+		6309	6220		
	south side of small butte	+un-named+		6635	6480		
22	Leaning Tree Camp	Moon Saddle	6000.9	6090	6090	140.75	2.75
	gradually ascends 990 ft.	+un-named+					
	lake in mid air	lower Indian PO Lake		6140	6730	142.5	
	Inferior Grass	Indian Post Office		6880	6880	143.00	2.25
	Ridge	Indian Post Office	6990.9	7033	7033	143.5	



## Bird-Truax Trail

## Research Report

	follows ridge	+un-named+	6615	6600	145.9	
	Swan's Springs	Spring Mountain	6435	6250	149.00	5.00
	Moose Lake	+un-named+	5795	5900	130.00	2.00
	descends	+un-named+				
	Lake Templin Saddle	Cayuse Junction	5342	5342	151.50	1.50
	Camp Lake Templin	+un-named+				
23	Lake Templin	Cayuse Lake	5272.1	5342		
	Mt. Marcy	+un-named+		5912		
	avoids the high peak	+un-named+			151.9	
	Ridge to the east	+un-named+	6000.0	6050	6050	152.4
24	The Chief	+un-named+	6845.5	6835	6885	153.00
	runs along the backbone	+un-named+			6723	155.8
	Hole in the Ground	+un-named+		6520	5800	156.25
	start of gradual descent	+un-named+		6897		157.3
	Good Grass and Plenty	+un-named+		6580	6580	158.25
	Saddle, Independence Camp	Papoose Saddle		5647	5647	161.25
25	Camp Independence	Papoose Saddle	6195.5	6130	6130	161.25
	north side of ridge	+un-named+				3.00
	Start of Backbone	+un-named+		5872	5872	162.25
	Independence Ridge	+un-named+			5880	163.3
26	Point of rocks or	Rocky Point	6551.8	6260		165.25
	Mt. Simpson	-----				3.00
	around the north side	+un-named+			6040	165.2
	descends	+un-named+				
	Clearwater River	Clearwater River			3965	169.0
27	Clearwater Ford	+un-named+	4229.0	3965	3965	169.00
	ascends 1550 feet	+un-named+				3.75
	proceeding along summit	+un-named+				
	Hill on East Side	+un-named+	5779.0	5661	5661	
28	Hill East Cl. W. Ford	+un-named+	5819.7	5661	5661	171.4
	descends 420 feet	+un-named+				
	Takon Creek	Pack Creek	5359.0	5160	5160	173.00
	Takon Meadows	Packer Meadows		5200		174.5
29	Takon Creek Camp	+un-named+	5291.7	5201	5201	174.50
	Hot Spring	Lolo Hot Springs		4150	4150	180.00
	valley of Loulou Fork	Lolo Creek Valley				5.50
30	Mullan's Camp	+un-named+	4016.0	----	----	183.00
31	Lu Lu Prairie	+un-named+	3937.8	----	----	19.00
	Mouth of Loulou Fork	+un-named+		----	----	202.00
32	Lu Lu Camp	+un-named+	3590.6	----	3160	203.00
	Hell Gate	+un-named+		----	----	212.00
	Fort Owen	Fort Owen		----	----	220.00
						5.00

Table X10. (Lotus61)

## Virginia City and Lewiston Wagon Road

## Elevation Profile for trail from Lewiston, Idaho to Lolo, Montana

This list of elevations and distances contains all locations which are referenced in the Journal. Trail elevations are given separately from the geographic place name elevations

This is Lotus60 with all references removed that do not have both a trail elevation and mileage. Some elevations have been added where there are gaps. Station numbers for stations 14, 26, and 28 have been removed for clarity.

Sta.	Journal Location	Candidate TOPO Location	Jour. Elev.	Jour. Elev. Diff.	Est. TOPO Elev.	Est. Trail Elev.	Trail Elev. Diff.	Est. Jour. Miles	Jour. Diff. Miles	Est. Jour. Diff. Miles
1	Lewiston	Lewiston	852.3		730	730		0.00		
	crosses plateau	+un-named+			1760	1760	1030	9.5		9.5
	Lapwai Creek	Lapwai Creek			964	980	-780	12.2		2.7
	Fort Lapwai	N. Idaho Indian Agency			1003	1003	23	13.00	13.00	0.8
	Ford Sweetwater Creek	Sweetwater Creek			1100	1100	97	15.00	2.00	2.0
2	Craigs House	Jacques	1834.3	982	1385	1385	285	19.25	4.25	4.3
	Foot of Craigs Mountain	Culdesac			1725	1725	340	22.50	3.25	3.3
3	Craigs Mountain	+un-named+	3898.2	2064	3480	3480	1755	26.50	4.00	4.0
	-----	+un-named+			3919	3919	439	31.1		4.6
4	Cold Spring	+un-named+	4052.5	154	3670	3670	-249	36.00	9.50	4.9
	-----	+un-named+			3740	3740	70	40.7		4.7
	-----	Mohler			3239	3239	-501	46.9		6.2
	-----	+un-named+			3040	3040	-199	51.3		4.4
	-----	+un-named+			3320	3320	280	52.4		1.1
5	Davidson's	+un-named+	3102.1	-950	2764	2764	-556	57.00	21.00	4.6
6	Summit W. Clearwater	+un-named+	3726.5	624	3445	3445	681	58.00		1.0
7	Schultz Ferry	near Greer	1376.4	-2350	1045	1045	-2400	62.00	4.00	4.0
	The Saddle	+un-named+			1970	1970	925	63.0		1.0
	The Horseshoe	+un-named+			2200	2200	230	63.4		0.4
	The Crag	+un-named+	2428.4	1052	2080	2080	-120	63.7		0.3
8	Summit E. Clearwater	+un-named+	3225.9	798	3101	2960	880	65.00		1.3
9	Texas Ranch	+un-named+	3192.0	-34	3020	3020	60	70.00	5.00	5.0
10	Camas Prairie	+un-named+	3228.1	36	3075	3075	55	72.0		2.0
	Road to Oro Fino mines	+un-named+			3023	3023	-52	74.6		2.6
11	Oyipe Prairie	Weippe Prairie	3278.3	50	3007	3007	-16	77.00	7.00	2.4
	Commence Timber Cutting	Heywood Meadows			3066	3066	59	80.00	3.00	3.0
12	Muscle Creek	Musselshell Meadows	3367.5	89	3180	3180	114	88.00		8.0
	hills above Muscle Creek	+un-named+			3720	3720	540	91.2		3.2
13	Lo Lo Ford	Lolo Forks			3389	3389	-331	93.25	5.25	2.0
	Hill E. Lo Lo	+un-named+			3799	3799	410	93.80		0.5
	back bone of the spur	+un-named+			4368	4368	569	95.7		1.9
15	Cold Spring	Camp Mildred	4659.3	1292	4745	4745	377	97.55	4.30	1.8
	The Neck	Camp Martin	4964	305	5144	5144	399	99.25	1.70	1.7
16	Mt. Truax	Snowy Summit	5944.5	981	6040	6040	896	100.55	1.30	1.3
	backbone of Mt. Truax	+un-named+			6000	6000	-40	100.8		0.3
	Pond Saddle	Beaver Dam Saddle	5219	-726	5290	5290	-710	103.00	2.50	2.2
17	Squirrel Mt.	begin Rocky Ridge	6015.5	797	5914	5914	624	104.00	1.00	1.0
	Shepherdson's Gulch	+un-named+			5917	5917	3	104.75	0.75	0.8
	Excellent Grass	Rocky Ridge summit			6540	6540	623	106.50	1.75	1.8
	Huston Creek	Little Weitas Creek	5345.5	-670	5380	5380	-1160	108.50	2.00	2.0
	Swamp Grass Prairie	Weitas Meadows			5412	5412	32	109.00	0.50	0.5
18	Butte Camp	Green Saddle	5575.2	230	5420	5420	8	110.50	1.50	1.5
	Mt. Juliet	Bowl Butte			6365	5840	420	111.7		1.2
	saddle between	Deep Saddle			5027	5027	-813	113.5		1.8
	Mt. Romeo	Willow Ridge			6500	5690	663	115.3		1.8
	Saddle on the east	Sherman Saddle			4737	4737	-953	116.5		1.2

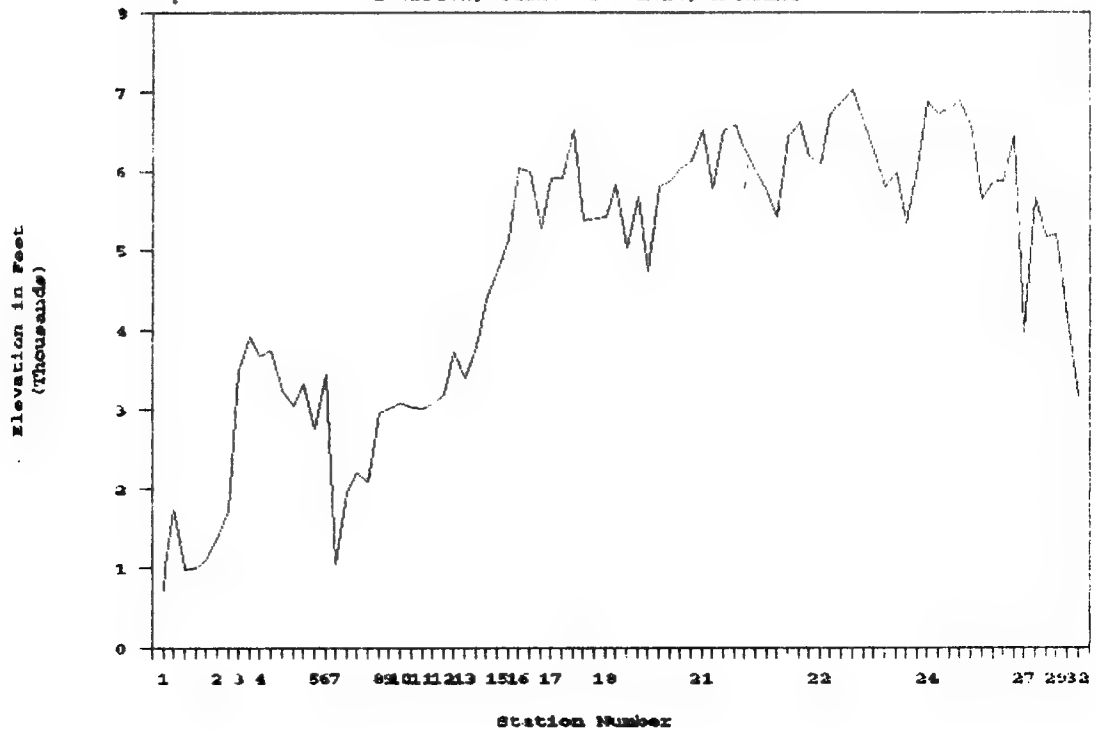
## Bird-Truax Trail

## Research Report

	top of ridge	+un-named+	5811	5811	1074	117.7		1.2		
	Prairie Saddle	Noseeum Meadows	5890	5890	79	121.00	10.50	3.3		
	start of the ridge	+un-named+	6040	6040	150	121.7		0.7		
	gently undulating summit	+un-named+	6125	6125	85	122.9		1.2		
21	Meadow Mountain	Bald Mountain	6528.0	953	6526	6526	401	125.00	4.00	2.1
	saddle between	+un-named+	5782	5782	-744	125.9		0.9		
	follows ridge	+un-named+	6517	6517	735	128.2		2.3		
	Castle Rock	+un-named+	6592	6592	75	129.7		1.5		
	Swampy Saddle	Indian Grave Camp	6280	6280	-312	131.50	6.50	1.8		
	-----	Sinque Hole Camp	6000	6000	-280	132.1		0.6		
	along the north side	+un-named+	5740	5740	-260	133.9		1.8		
	Saddle, above Snow Bridge	Saddle Camp	5420	5420	-320	134.8		0.9		
	Tower Rock	Devils Chair	6422	6422	1002	136.6		1.8		
	start decent	+un-named+	6625	6625	203	137.2		0.6		
	Saddle at Duck Creek	Saddle at Howard Camp	6180	6180	-445	138.00		0.8		
22	Leaning Tree Camp	Moon Saddle	6000.9	-527	6090	6090	-90	140.75	2.75	2.8
	lake in mid air	lower Indian PO Lake	6140	6730	640	142.8		2.1		
	Inferior Grass	Indian Post Office	6880	6880	150	143.00	2.25	0.2		
	Ridge	Indian Post Office	6990.9	990	7033	7033	153	143.5		0.5
	follows ridge	+un-named+	6615	6600	-433	145.9		2.4		
	Swan's Springs	Spring Mountain	6435	6250	-350	148.00	5.00	2.1		
	Moose Lake	+un-named+	5795	5800	-450	150.00	2.00	2.0		
	-----	+un-named+	5999	5999	199	150.7		0.7		
23	Lake Templin Saddle	Cayuse Junction	5342	5342	-657	151.50	1.50	0.8		
	Ridge to the east	+un-named+	6050	6050	708	152.4		0.9		
24	The Chief	+un-named+	6845.5	846	6885	6885	835	153.00	1.50	0.6
	runs along the backbone	+un-named+	6723	6723	-162	155.8		2.8		
	Hole in the Ground	+un-named+	6520	6800	77	156.25	3.25	0.4		
	start of gradual descent	+un-named+	6897	6897	97	157.3		1.1		
	Good Grass and Plenty	+un-named+	6580	6580	-317	158.25	2.00	0.9		
25	Saddle, Independence Camp	Papoose Saddle	5647	5647	-933	161.25	3.00	3.0		
	Start of Backbone	+un-named+	5872	5872	225	162.25		1.0		
	Independence Ridge	+un-named+	5880	5880	8	163.3		1.1		
	Point of Rocks	Rocky Point	6280	6440	560	165.25	4.00	1.9		
27	Clearwater Ford	+un-named+	4229.0	-2617	3965	3965	-2475	169.00	3.75	3.8
	Hill East Cl. W. Ford	+un-named+	5819.7	1591	5661	5661	1696	171.4		2.4
	Takon Creek	Pack Creek	5359.0	-461	5160	5160	-501	173.00	4.00	1.6
29	Takon Creek Camp	+un-named+	5291.7	-67	5201	5201	41	174.50	1.50	1.5
	Hot Spring	Lolo Hot Springs	4150	4150	-1051	180.00	5.50	5.5		
32	Lu Lu Camp	near Lolo, Montana	3160	3160	-990	203.00	23.00	23.0		

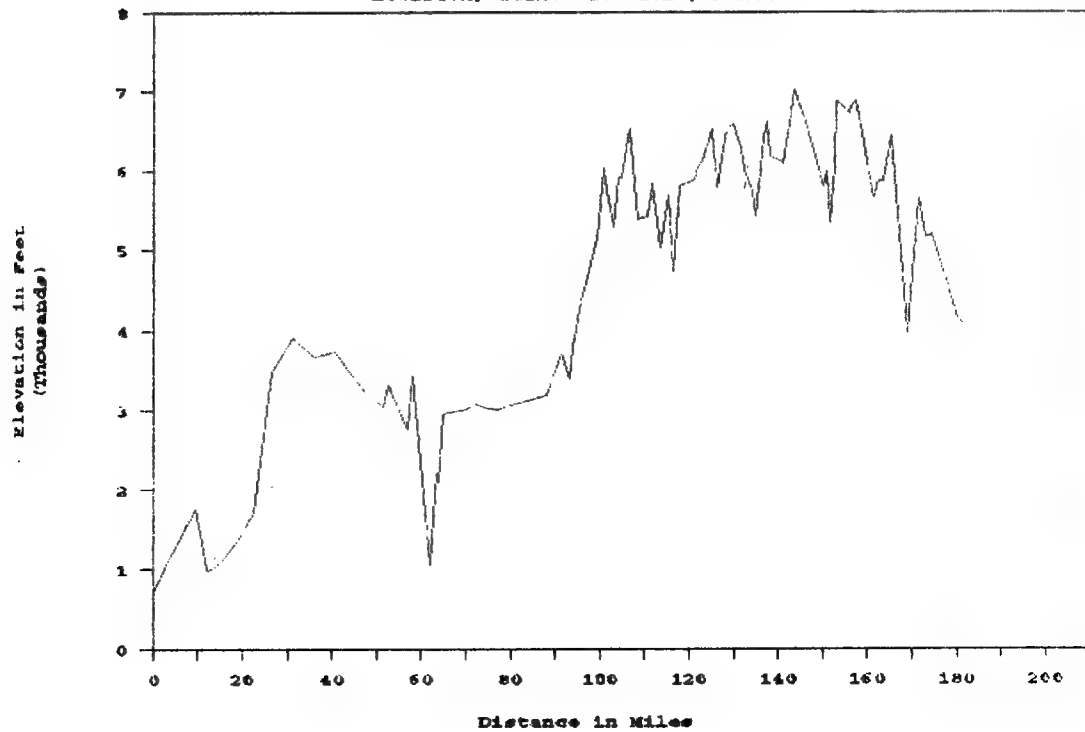
# Elevation Profile of Bird-Truax Trail

Lewiston, Idaho to Lolo, Montana

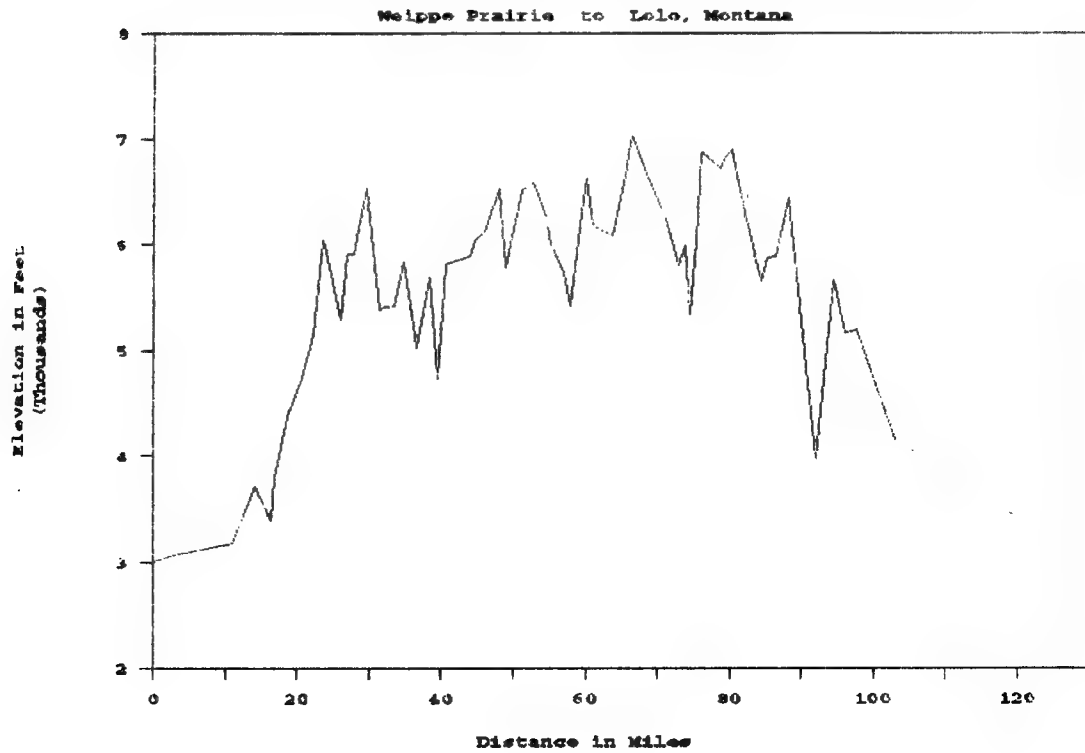


### Elevation Profile of Bird-Truax Trail

Leviston, Idaho to Lolo, Montana



### Elevation Profile of Lolo Trail



# Elevation Profile of Lolo Trail

Weippe Prairie to Lolo, Montana

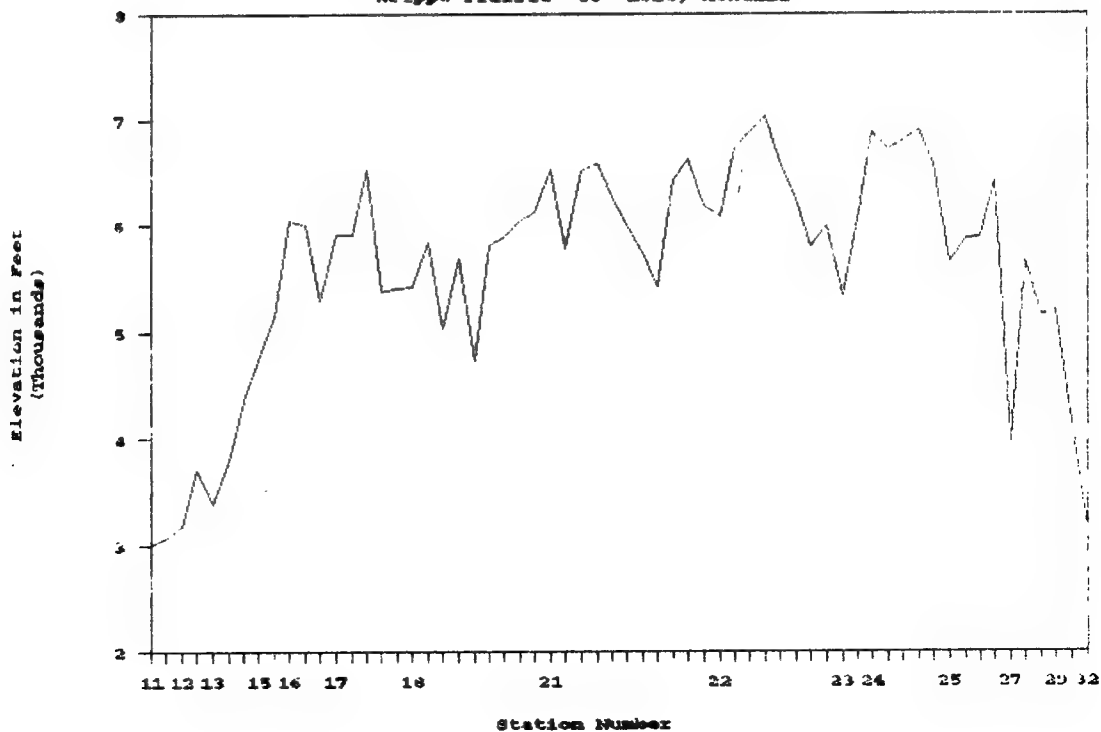


Table A. Estimates of correct Journal elevations for place names and geographic features mentioned in the journals.

Sta.	Name	Estimated Journal Elevation	TOPO Elevation
1.	Lewiston	730 a	730
	Clearwater Bottoms----	739	
	Fort Lapwai	---- 1003	
	Ford of Sweetwater Cr.----	1100	
2.	Craigs House	1385 a	1385
	Foot of Craigs Mountain----	1725	
3.	Craigs Mountain	3463 c	35301385+2007, 3898, 3347, 1705+1755
4.	Cold Spring	3672 c	38243463+4052-3898, 2777+4052-3102
5.	Davidson's	2777 a	27643445-668
6.	Summit W. Clearwater	3445 a	34453445 topo, 1045+2446, 2764+668
7.	Schultz Ferry	1045 a	1045
	The Saddle	---- 1970	
	The Horse-Shoe----	2240	
	The Crag	2135 b	2200
8.	Summit E. Clearwater	3015 b	31011045+1932, 1045+3225-1376, 3020+3225-3192
9.	Texas Ranch	3020 c	30203020, 3015+3192-3225, 3007-3278+3192
10.	Camas Prairie	3056 c	30752944+3228-3192
11.	Oyipe Prairie	3007 a	3007
12.	Muscle Creek	3180 a	3180
13.	Lo Lo Ford	3389 a	3389
14.	Hill E. Lo Lo	3799 a	3799
15.	Cold Spring	4745 c	48716040+5944-4659
	The Neck	5149 b	51443389+1850, 6040-980
16.	Mt. Truax	6040 a	6040
	Pond Saddle	5290 a	5290
17.	Squirrel Mt.	6042 b	59146015, 5290+780
	Summit of Muscomax Mt.----	6540	
	Excellent Grass----	6540	
	Huston Creek	? 5380	
	Swamp Grass Prairie----	5412	
18.	Butte Camp	5420 a	5420
	Saddle to the West----	5420	
19.	First Butte	6377 b	63655420+6532-5575
20.	Second Butte	6461 b	65005420+6616-5575
	Saddle Between----	5027	
	Saddle on the East----	4737	
	Top of the Ridge----	5811	
	Mt. Henderson	---- 6658	
	Prairie Saddle----	5890	
	Start of Ridge----	6040	
21.	Meadow Mountain	6528 b	6526
	Saddle Between----	5782	
	Mt. Bird	---- ----	
	Castle Rock	---- 6592	



Swampy Saddle ----- 6280  
 Snow Bridge Gulch-----  
 Mt. Woods ----- 6349  
 Saddle ? 5420  
 Ridge ? ?  
 Tower Rock ----- 6422  
 Peak of Ridge 6660 b 6625  
 Saddle at Duck Creek6180 a 6180  
 Duck Creek ----- 6100  
 Duck Creek Camp ----- 6060  
 22. Leaning Tree Camp6090 a 6090  
 Ridge 7080 c 67306090+990  
 Lake in Mid Air ----- 6160  
 Inferior Grass ----- 6880  
 Swan's Springs ----- 6435  
 Moose Lake ----- 5800  
 Lake Templin Saddle----- 5342  
 Camp Lake Templin ? ?  
 23. Lake Templin 5342 a 53426885-6845+5272, 6090-6001+5272  
 Mt. Marcy ----- 5812  
 Ridge 6000 c  
 24. The Chief 6885 a 6885  
 Hole in the Ground----- 6520  
 Good Grass and Plenty----- 6580  
 Start of Gradual Descent6897 b  
 Saddle at Independence Camp5647 a 5647  
 25. Independence Camp5920 c ?6260-6551+6195, 3965+6195-4229, 6130  
 Start of Backbone----- 5872  
 26. Point of Rocks6260 a 6260  
 27. Clearwater Ford3965 a 3965  
 Hill on East Side5515 b 56613965+1550  
 28. Hill East Cl. W. Ford5535 b 56613965+1550, 3965+5819-4229  
 Takon Creek 5095 c 51605515-420  
 29. Takon Creek Camp5291 c 5201  
 Hot Spring ----- 4150  
 30. Mullins Camp  
 31. Lu Lu Prairie  
 Mouth of Loulou Fork  
 32. Lu Lu Camp  
 Hell Gate  
 Fort Owen

## APPENDIX III. Gasetteer of Geographic Place Names

Table 2. Bird-Truax Trail of 1866, Gazetteer of Geographic Place Names and Features.

Location in Bird-Truax Reports	Location in USGS & USFS or Comments
<b>**B**</b>	
Bell's Ferry	*see Schultz Ferry
Big Blackfoot River	Big Blackfoot River, Montana
Big Hole Pass	Big Hole or Gibbon's Pass, MT/ID
Bitter Root Loulou	Lolo Creek, Montana
Bitter Root Lou Lou	Lolo Creek, Montana
Bitter Root Mountains	Bitterroot Mts, MT/ID
Bitter Root River	Bitterroot River, Montana
Bitter Root Valley	Bitterroot Valley, Montana
Blackfoot	Blackfoot City (abandoned), Montana
Boise	Boise, Idaho
Brush Creek Cañon	*see Sock-o-nane Cañon
Butte Camp	none
<b>**C**</b>	
Cañon Trail	Between Lewiston and Greer
Cascade Creek Mountain	
Castle Rock	none
Cincinnati, Ohio	Cincinnati, Ohio
Clark Fork of the Columbia	
Clearwater Ford	none
Clearwater Hills	At Greer, Idaho
Clearwater Mountains	On the Lolo trail
Coeur d'Alene	Coeur d'Alene, Idaho
"Commence Timber Cutting"	Upper end of Heywood Meadows
Cone Mountain	
Craigs House	none
Craigs Mountain	Nez Perce Prairie
Cold Spring	none
Cold Spring	Camp Mildred
Columbia River	Columbia River, WA/OR
<b>**D**</b>	
Davidsons	none
Deer Lodge	Deer Lodge, Montana
Duck Creek	none

## \*\*-E-\*\*-

Elk City	Elk City, Idaho
Elk City Mountain	
Elk City Trail	
"Excellent Grass"	none

## \*\*-F-\*\*-

First Butte	Bowl Butte
Flonna (sp?) Mountains	
Foot of Craigs Mountain	none
Fort Benton	Fort Benton, Montana
Fort Hall	
Fort Lapwai	Lapwai
Fort Owen	Near Stevensville, Montana

## \*\*-G-\*\*-

Gold Creek	Gold Creek, Montana
"Good Grass and Plenty"	none
Grande Ronde	

## \*\*-H-\*\*-

Helena	Helena, Montana
Hells Gate	East Missoula, Montana
Hell Gate Gap	
Hell Gate Mountains	
Hell Gate Pass	
Hell Gate River	
"Hole in the Ground"	none
Horse Gulch	none
Hot Spring	Lolo Hot Springs, Montana
Huston Creek	Little Weitas Creek

## \*\*-I-\*\*-

Idaho Territory	
Independence Camp	Papoose Saddle
Independence Ridge	none
"Inferior Grass"	Indian Post Office

## \*\*-J-\*\*-

Jefferson River	Jefferson River, Montana
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## \*\*-K-\*\*-

Kam-i-ah River	
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## \*\*-L\*\*-

Lake Templin	Cayuse Lake
Lake Templin Saddle	Cayuse Junction
Lapwai	*see Fort Lapwai
Lapwai Mountains	
Lapwai Creek	
Leaning Tree Camp	Moon Saddle
Lewis Fork	
of the Columbia	
Lewiston, Idaho Territory	Lewiston, Idaho
Lolo Creek	Lolo Creek, Idaho
Lolo Forde	none
Lolo Fork	
of the Clearwater	
Loulou Fork	Lolo Creek, Montana
Lou Lou Fork	
Lou Lou Trail	
Loulou Fork	
of the Bitter Root	
Lou-Lou Fork Trail	Lolo Trail
Lu Lu Camp	none
Lu Lu Prairie	none

## \*\*-M-\*\*-

Main Divide	none
Mazzula	Missoula, Montana
Meadow Mountain	Bald Mountain
Mission	
Missoula	Missoula, Montana
Missouri River	Missouri River
Montana Territory	
Moose Lake	none
Mt. Bird	Castle Butte
Mt. Henderson	Sherman Peak
Mt. Juliet	Bowl Butte
Mt. Magruder	
Mt. Marcy	none
Mt. Pleasant, Iowa	Mt. Pleasant, Iowa
Mt. Romeo	Willow Ridge
Mt. Simpson	Rocky Point
Mt. Truax	Snowy Summit
Mt. Woods	Indian Grave Peak
Mullan Road	
Mullins Camp	(s/b Mullan's Camp)
Mus-coe-max Mt.	Rocky Ridge

## \*\*-N-\*\*-

Newsom Creek	
New York	New York City
Nez Perces Trail	*see Northern and Southern
North Fork Trail	from Lewiston to Orofino, Idaho

Northern Nez Perces Trail      Lolo Trail (from Weippe, Idaho to  
Lolo, Montana)

**\*\*-O-\*\***

Oyipe Prairie      Weippe Prairie  
Oro Fino Creek  
Oro Fino Mines      Near Pierce, Idaho

**\*\*-P-\*\***

Pacific Coast      Coast of the Pacific Ocean  
Passamari River or "Stinking Waters"  
Pend d' Oreille  
Plateau of the Clearwater  
Point-of-Rocks      Rocky Point  
Pond Saddle      Beaver Dam Saddle  
Portland, Oregon      Portland, Oregon  
Potlach Creek  
Prairie Saddle      Noseeum Meadows  
Priest Rapids (or White Bluffs)

**\*\*-R-\*\***

Red River      Red River near Elk City, Idaho

**\*\*-S-\*\***

Saddle at Duck Creek      Howard Camp  
Salmon River      Salmon River, Idaho  
Salmon River Mountains  
Salt Lake      Salt Lake City, Utah  
San Francisco, California      San Francisco, California  
Second Butte      Bowl Butte  
Sel-wie River      Selway River, Idaho (South fork of the  
Middle fork of the Clearwater)  
Seven Devils  
Shepherdson's Gulch      none  
Shultz Ferry      none  
Shultz Hill      none  
Silver Bow      Near Butte, Montana  
Silverwoods Mountain  
Silverwoods Mountain House  
Snake Fork  
of the Columbia  
Snow Bridge Gulch      none  
Sock-o-nane Cañon  
Southern Nez Perces Trail      Elk City Trail (from Lewiston, Idaho  
to the Bitterroot Valley, Montana)  
Squirrel Mt.      Rocky Ridge  
St. Mary's River  
St. Regis Borgia  
Summit Prairie

Swamp Grass Prairie  
Swampy Saddle  
Swan's Springs  
Sweetwater Creek

Weitas Meadows  
12 Mile Saddle  
Spring Cr. Spring

\*\*--T--\*\*

Takon Creek  
Takon Creek Camp  
Takon Meadows  
Texas Creek  
Texas Ranch  
The Chief  
The Neck  
Tinkham Ranch  
Top of Craigs Mountain  
Tower Rock

Pack Creek  
none  
Packer Meadows  
Texas Creek  
none  
none  
Camp Martin  
Musselshell  
none  
Devils Chair

\*\*--U--\*\*

Umatilla

\*\*--V--\*\*

Virginia  
Virginia City, Montana Territory

State of Virginia  
Virginia City, Montana

\*\*--W--\*\*

Walla-Walla  
Wallula  
Warm Springs  
Washington City, D.C.  
West Fork  
of the Bitter Root  
White Bluffs (or Priest Rapids)

Lolo Hot Springs, Montana  
Washington D.C.

## APPENDIX IV. Placename Crossreference Gazetteer

Table 3. Bird-Truax Trail of 1866, Crossreference Gazetteer.

Location in USGS & USFS	Location in Bird-Truax Report
<b>**B**</b>	
Bald Mountain	Meadow Mountain
Beaver Dam Saddle	Pond Saddle
Bowl Butte	First Butte, Mt. Juliet, Second Butte
<b>**C**</b>	
Camp Martin	The Neck
Castle Butte	Mt. Bird
Cayuse Junction	Lake Templin Saddle
Cayuse Lake	Lake Templin
Chimney Butte	Rise of 1074 ft.
<b>**D**</b>	
Deep Saddle	Saddle, 114.30
Devils Chair	Tower Rock
<b>**E**</b>	
East Missoula, Montana	Hell Gate
<b>**F**</b>	
Fort Owen, Montana	Fort Owen
<b>**G**</b>	
Green Saddle	Saddle, 111.20
<b>**H**</b>	
Heywood Meadows	"Commence Timber Cutting"
Howard Camp	Saddle at Duck Creek
Howard Creek	Duck Creek
<b>**I**</b>	
Indian Grave Peak	Mt. Woods

## Indian Post Office

## "Inferior Grass"

## \*\*-L-\*\*-

Lapwai  
Lewiston  
Little Weitas Creek  
Lolo Hot Springs, Montana  
Lolo Creek, Idaho  
Lolo Creek, Montana

Fort Lapwai  
Lewiston  
Huston Creek  
Hot Spring  
Lolo Creek  
Loulou Fork or Bitter Root Loulou

## \*\*-M-\*\*-

Moon Saddle  
Musselshell Creek  
Musselshell Ranger Station

Leaning Tree Camp  
Muscle Creek  
Tinkham Ranch

## \*\*-N-\*\*-

Noseeum Meadows

Prairie Saddle

## \*\*-P-\*\*-

Pack Creek  
Packer Meadows  
Papoose Saddle

Takon Creek  
Takon Meadows  
Independence Camp

## \*\*-R-\*\*-

Rocky Point  
Rocky Ridge

Point-of-Rocks or Mt. Simpson  
Squirrel Mt. or Mus-coe-max Mt.

## \*\*-S-\*\*-

Saddle Camp  
Sherman Peak  
Sherman Saddle  
Snowy Summit  
Spring Cr. Spring  
Stevensville, Montana

Saddle at the head of Snow Bridge Gulch  
Mt. Henderson  
Saddle, 117.70  
Mt. Truax  
Swan's Springs  
Fort Owen

## \*\*-T-\*\*-

Texas Creek

Texas Creek

## \*\*-W-\*\*-

Weippe Prairie  
Weitas Meadows  
Willow Ridge

Oyipe Prairie  
Swamp Grass Prairie  
Mt. Romeo



12 Mile Saddle

Swampy Saddle

---

NOTES:

1. Saddles referenced in the Bird-Truax report are designated by their mileage or elevation reference when no proper name was given.

## APPENDIX V. People Named in the Reports

Table 4. Bird-Truax Trail of 1866, People named in the Reports.

Name	Title and/or Description
Abbot, H. L.	Lieutenant; Pacific Rail Road Survey
Bird, Wellington	2nd Superintendent and Disbursing Agent
Connell, John	1st Superintendent and Disbursing Agent
Craig, William	Col.
Howarton, John	Pioneer Road Builder
Learned	Mr.; Citizen of Elk City
Lewis and Clark	Explorers 1804-1806
Lowenberg	Mr.; Lewiston Merchant
Marcy, Oliver	Professor; Geologist
Mendenhall, Cyrus	--
Mullan	Captain;
Nicholson, George B.	Mr.; Civil Engineer
Owen, John	Major
Simpson, J. W.	Lt. Col. Engineers and then Brig. General
Stanton, Edwin M.	Secretary of War
Stevens, Isaac I.	Governor of Washington Territory
Tah-tu-tash	Nez Perces trail guide for Nicholson
Tinkham, H.	Mr.; Rancher at Mussellshell Meadows, Idaho
Truax, Sewall	Major; Manager and Overseer of Workmen
Dwight ???	

## APPENDIX VI. Chronological List of Events

## 1865

December 30 Wellington Bird appointed as Superintendent and Disbursing Agent of the Virginia City and Lewiston Wagon Road.

## 1866

January 9 Memorial of Idaho Legislature

February 21 Instructions received by Wellington Bird from Lieutenant Colonel J. H. Simpson

February 22 Letter from George B. Nicholson to Lieutenant Colonel J. H. Simpson

March 3 Letter from Secretary of War Edwin M. Stanton

March 10 Wellington Bird, George B. Nicholson, and Oliver Marcy depart New York on a steamer bound for San Francisco

April 30 Wellington Bird arrives in Lewiston, Idaho Territory

May 3 Oliver Marcy at Station-1, Lewiston, Idaho Territory

May 19 George B. Nicholson and survey party leave Lewiston

May 24 Wellington Bird leaves Lewiston bound for Schultz Ferry

May 25 Oliver Marcy at Station-2, Craigs House

May 26 Oliver Marcy at Station-3, Craigs Mountain

May 27 Oliver Marcy at Station-4, Cold Spring

May 27 Oliver Marcy at Station-5, Davidson's

Oliver Marcy at Station-6, Summit W. Clearwater

Oliver Marcy at Station-7, Schultz Ferry

May 28 Wellington Bird arrives and Schultz Ferry and meets the survey party

May 30 Oliver Marcy at Station-8, Summit E. Clearwater

Oliver Marcy at Station-9, Texas Ranch

Wellington Bird leaves Schultz Ferry bound for Muscle Creek

May 31 Oliver Marcy at Station-10, Camas Prairie

June 1 Oliver Marcy at Station-11, Oyipe Prairie

June 5 Oliver Marcy at Station-12, Muscle Creek

June 6 Wellington Bird arrives at Muscle Creek

June 26 Oliver Marcy at Station-13, Lo Lo Ford

Oliver Marcy at Station-14, Hill E. Lo Lo

Oliver Marcy at Station-15, Cold Spring

Wellington Bird leaves Muscle Creek bound for the Bitter Root Valley

June 27 Oliver Marcy at Station-16, Mt. Truax

Oliver Marcy at Station-17, Squirrel Mountain

Oliver Marcy at Station-18, Butte Camp

June 28 Oliver Marcy at Station-19, First Butte

Oliver Marcy at Station-20, Second Butte

Oliver Marcy at Station-21, Meadow Mountain

June 30 Oliver Marcy at Station-22, Leaning Tree Camp

July 1 Oliver Marcy at Station-23, Lake Templin

July 2 Oliver Marcy at Station-24, The Chief

July 5 Oliver Marcy at Station-25, Camp Independence  
Oliver Marcy at Station-26, Point of Rocks  
Oliver Marcy at Station-27, Clearwater Ford  
Oliver Marcy at Station-28, Hill East Cl. W. Ford  
Oliver Marcy at Station-29, Takon Creek Camp  
July 6 Oliver Marcy at Station-30, Mullan's Camp  
July 7 Oliver Marcy at Station-31, Lu Lu Prairie  
Oliver Marcy at Station-32, Lu Lu Camp  
Wellington Bird arrives at the Bitter Root Valley  
July 12 Wellington Bird leaves the mouth of the Loulou fork of the Bitter Root bound  
for Lewiston  
George B. Nicholson leaves the mouth of the Loulou fork bound for the Southern  
Nez Perces or Elk City Trail  
July 18 Oliver Marcy submits Appendix "B" report to Wellington Bird  
July 20 George B. Nicholson arrives at Elk City  
July 22 George B. Nicholson leaves Elk City  
July 23 Wellington Bird arrives at Fort Lapwai  
July 26 George B. Nicholson submits Appendix "C" report to Wellington Bird  
August ?? Instrumental survey of the wagon road route by George B. Nicholson  
September 15 Report of progress from Wellington Bird to Brigadier General J. H.  
Simpson

## 1867

January 31 George B. Nicholson submits Appendix "D" report to Wellington Bird  
January 31 Oliver Marcy submits Appendix "E" report to Wellington Bird  
February 9 Wellington Bird submits final report to Brigadier General J. H. Simpson

## APPENDIX VII. Maps

### 7.5' TOPOGRAPHIC MAPS

Topographic maps showing the route from  
Lewiston, Idaho to Lolo Hot Springs, Montana.

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              Lewiston-Virginia City Wagon Road  
  
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Map 14. Bird-Truax Trail  
Lewiston-Virginia City Wagon Road

USGS 7.5' Topo -- Woodland, 1967

Map 15. Bird-Truax Trail  
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Map 16. Bird-Truax Trail  
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Map 17. Bird-Truax Trail  
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Map 18. Bird-Truax Trail  
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Map 19. Bird-Truax Trail  
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USGS 7.5' Topo -- Hemlock Butte, 1966

Map 20. Bird-Truax Trail  
Lewiston-Virginia City Wagon Road

USGS 7.5' Topo -- Snowy Summit, 1966

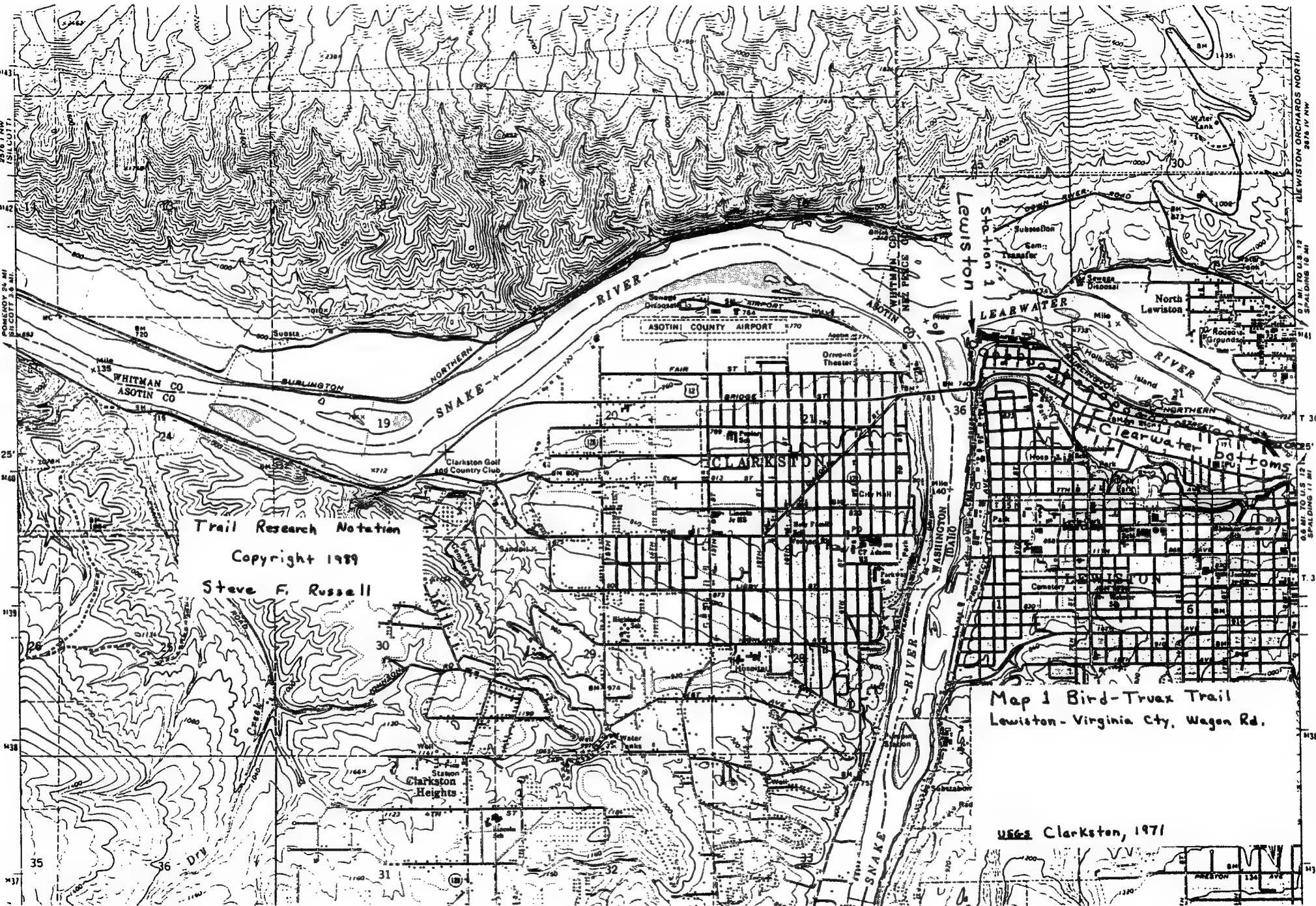
Map 21. Bird-Truax Trail  
Lewiston-Virginia City Wagon Road

USGS 7.5' Topo -- Weitas Butte, 1966

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USGS 7.5' Topo -- Lolo Hot Springs, 1964



Map 31.      Bird-Truax Trail  
              Lewiston-Virginia City Wagon Road  
  
              USGS 7.5' Topo — Lolo Hot Spring, 1964



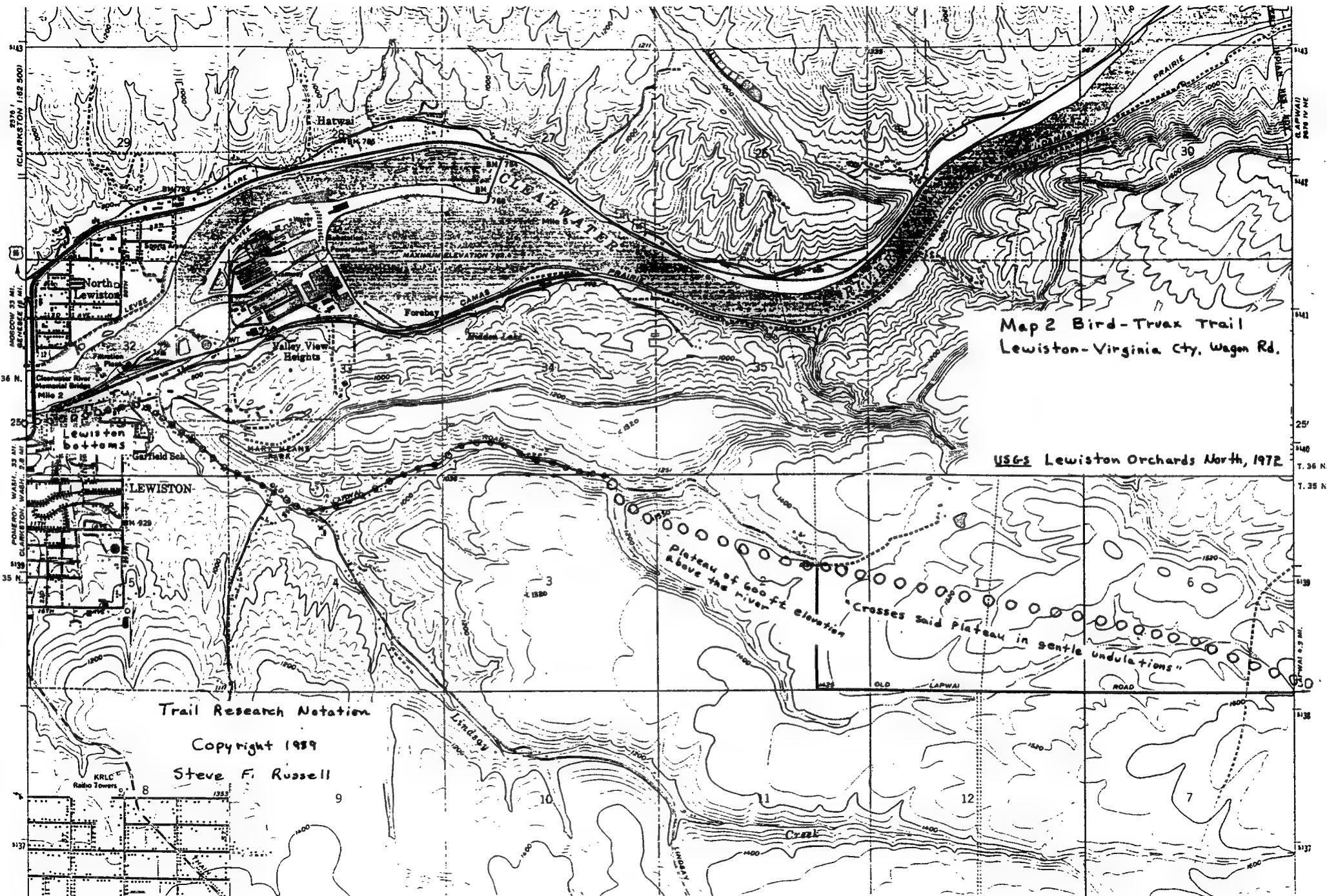
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Map 1 Bird-Truax Trail  
Lewis River - Virginia Cty. Wagon Rd.

USGS Clarkston, 1971

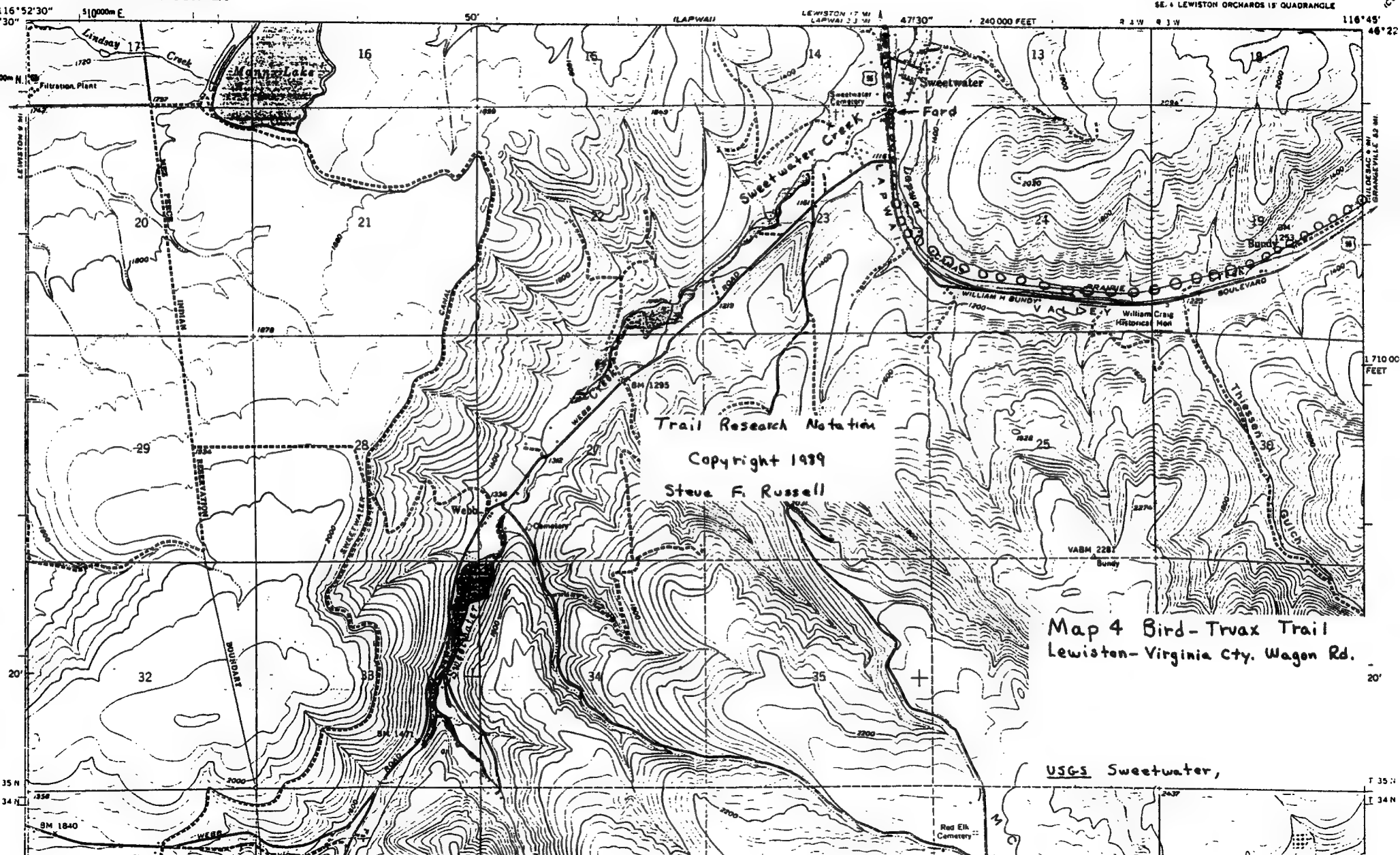


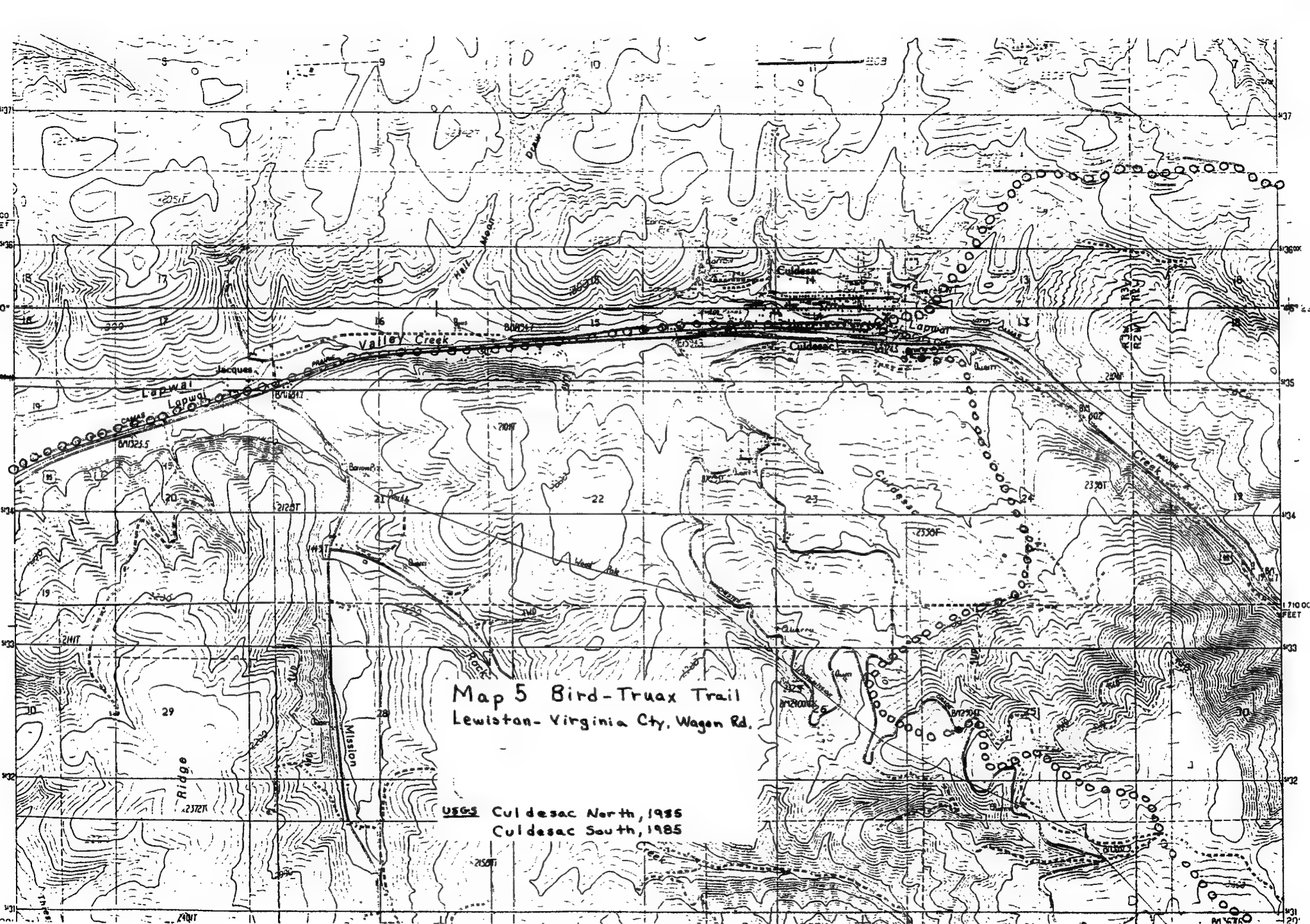


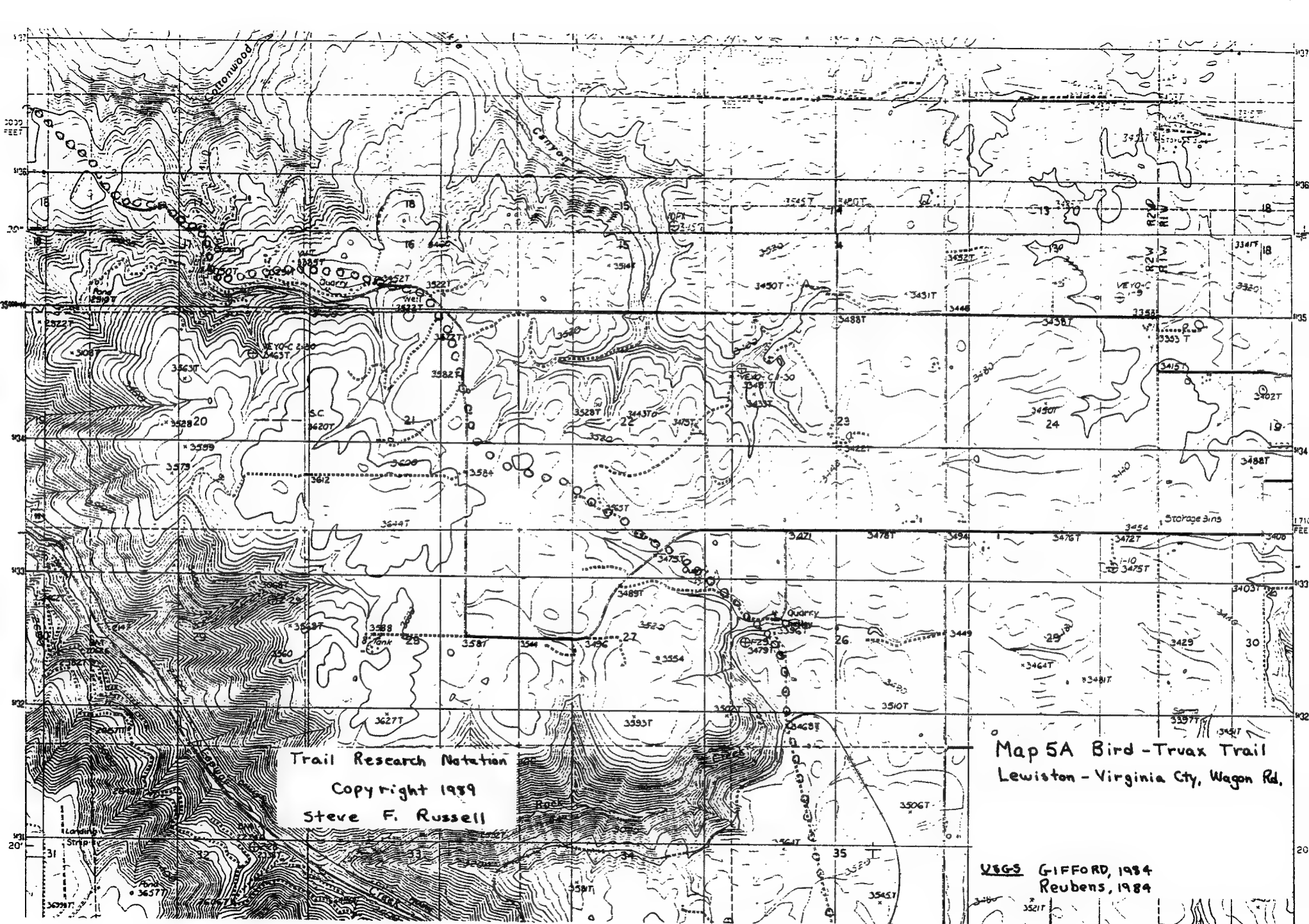


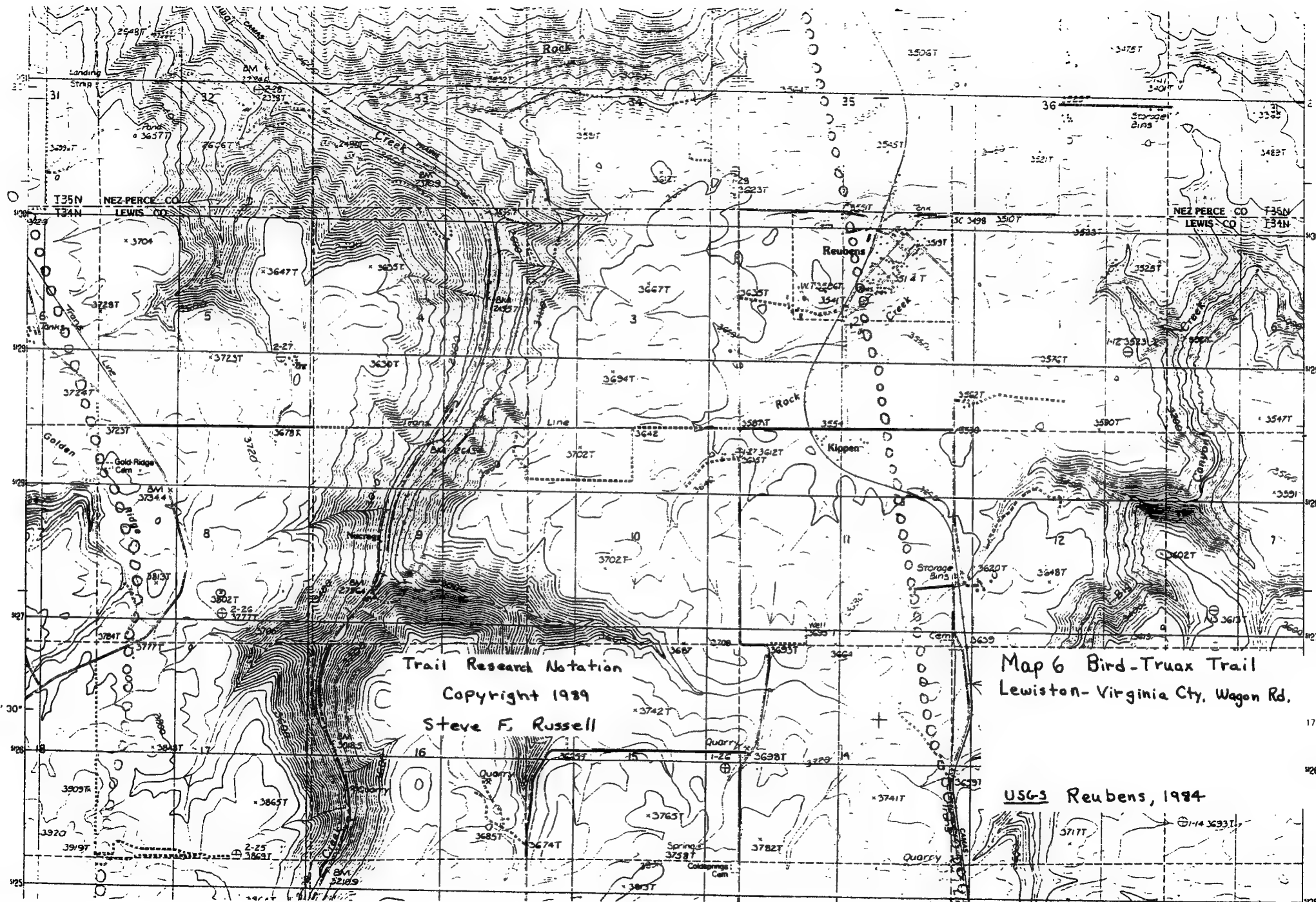
16° 52' 30"  
30"

45'  
46'22"







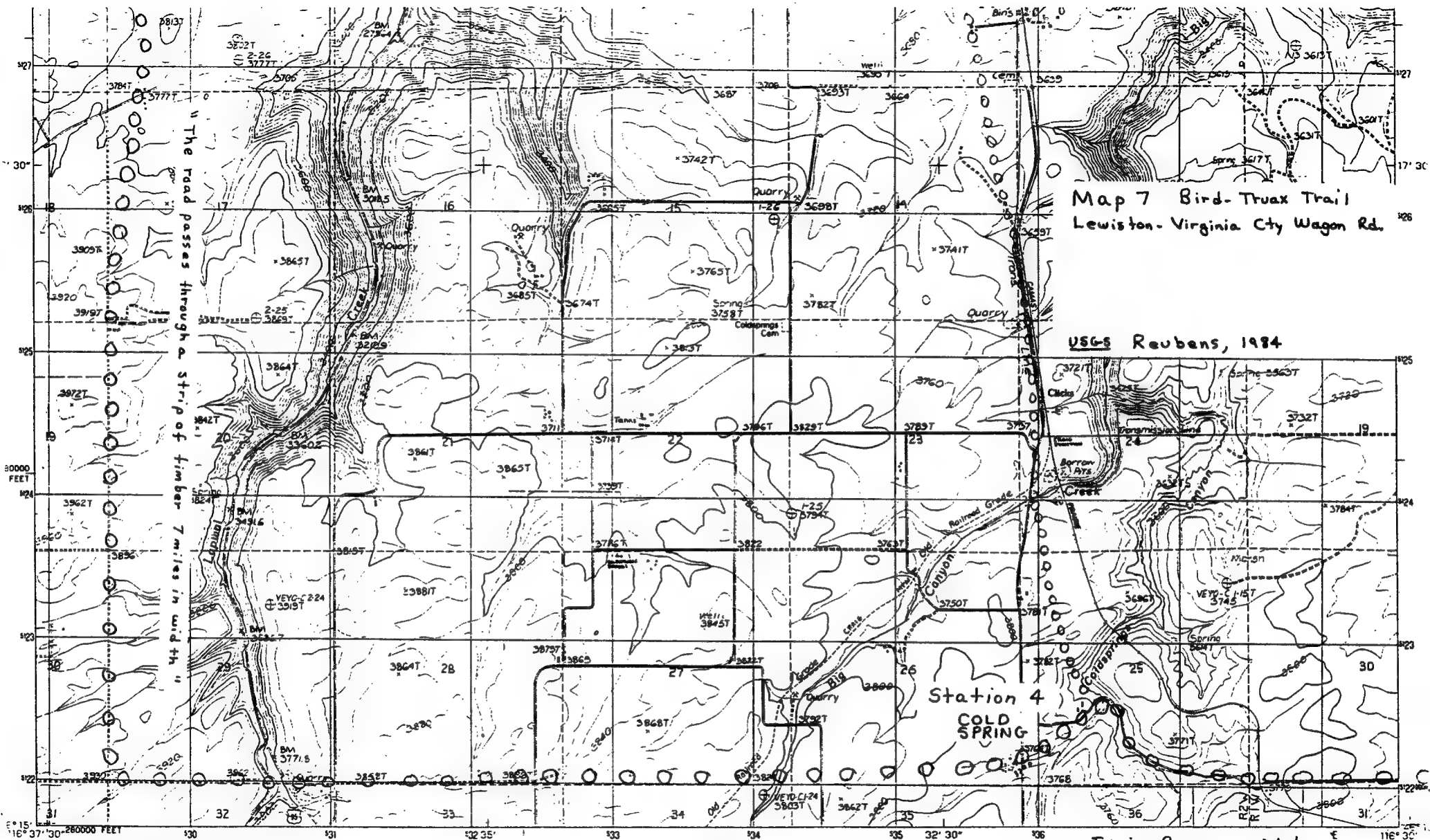


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Map 6 Bird-Truax Trail  
Lewiston-Virginia Cty. Wagon Rd.

USGS Reubens, 1984





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 COMPILED FROM AERIAL PHOTOGRAPHS TAKEN 1980  
 FIELD CHECKED 1982 MAP EDITED 1984  
 PROJECTION TRANSVERSE MERCATOR  
 GRID 1000-METER UNIVERSAL TRANSVERSE MERCATOR ZONE 11  
 10,000-FOOT STATE GRID TICKS IDAHO WEST ZONE  
 UTM GRID DECLINATION 0°14' EAST  
 1980 MAGNETIC NORTH DECLINATION 1°15' EAST  
 VERTICAL DATUM NATIONAL GEODETIC VERTICAL DATUM OF 1929  
 HORIZONTAL DATUM 1927 NORTH AMERICAN DATUM  
 To place on the predicted North American Datum of 1983.

**PROVISIONAL MAP**  
 Produced from original

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 CONTOUR INTERVAL 40 FEET



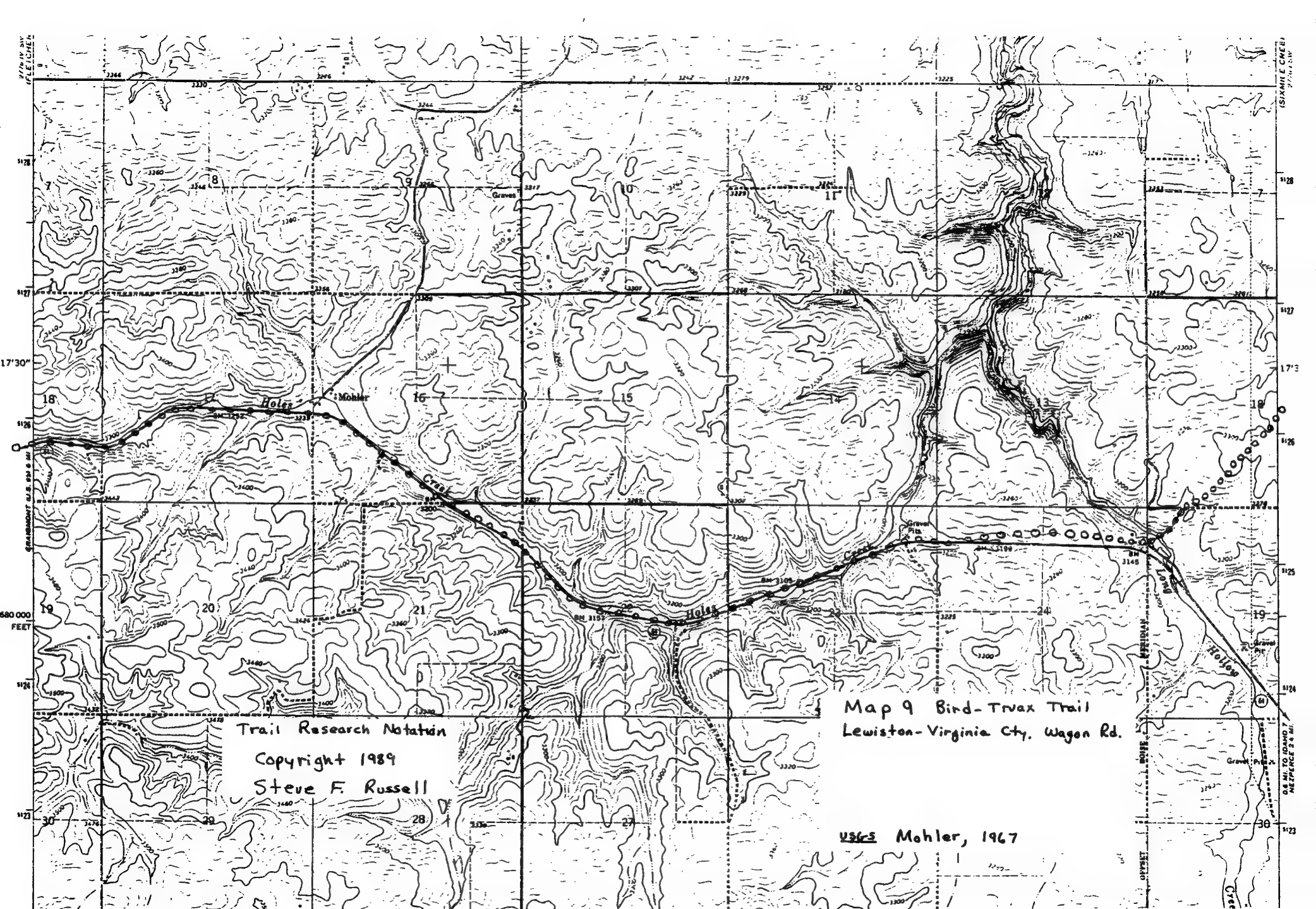
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1	2	3	1	Caldwell North
			2	Gifford
			3	Peck

Trail  
 Interstate Route U.S. Route State Route

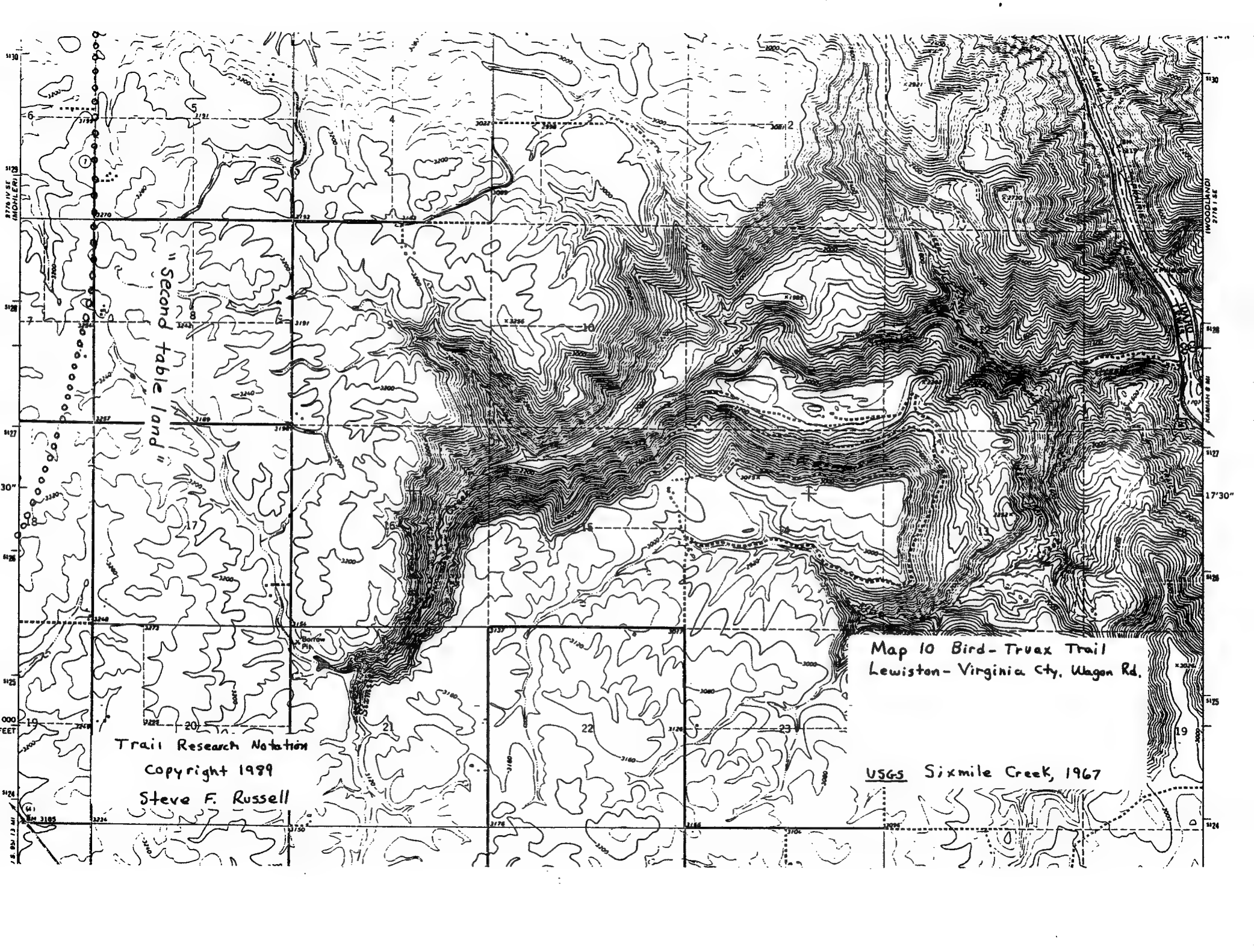




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Map 9 Bird-Trax Trail  
Lewiston-Virginia Cty. Wagon Rd.

USGS Mohler, 1967



"Second table land"

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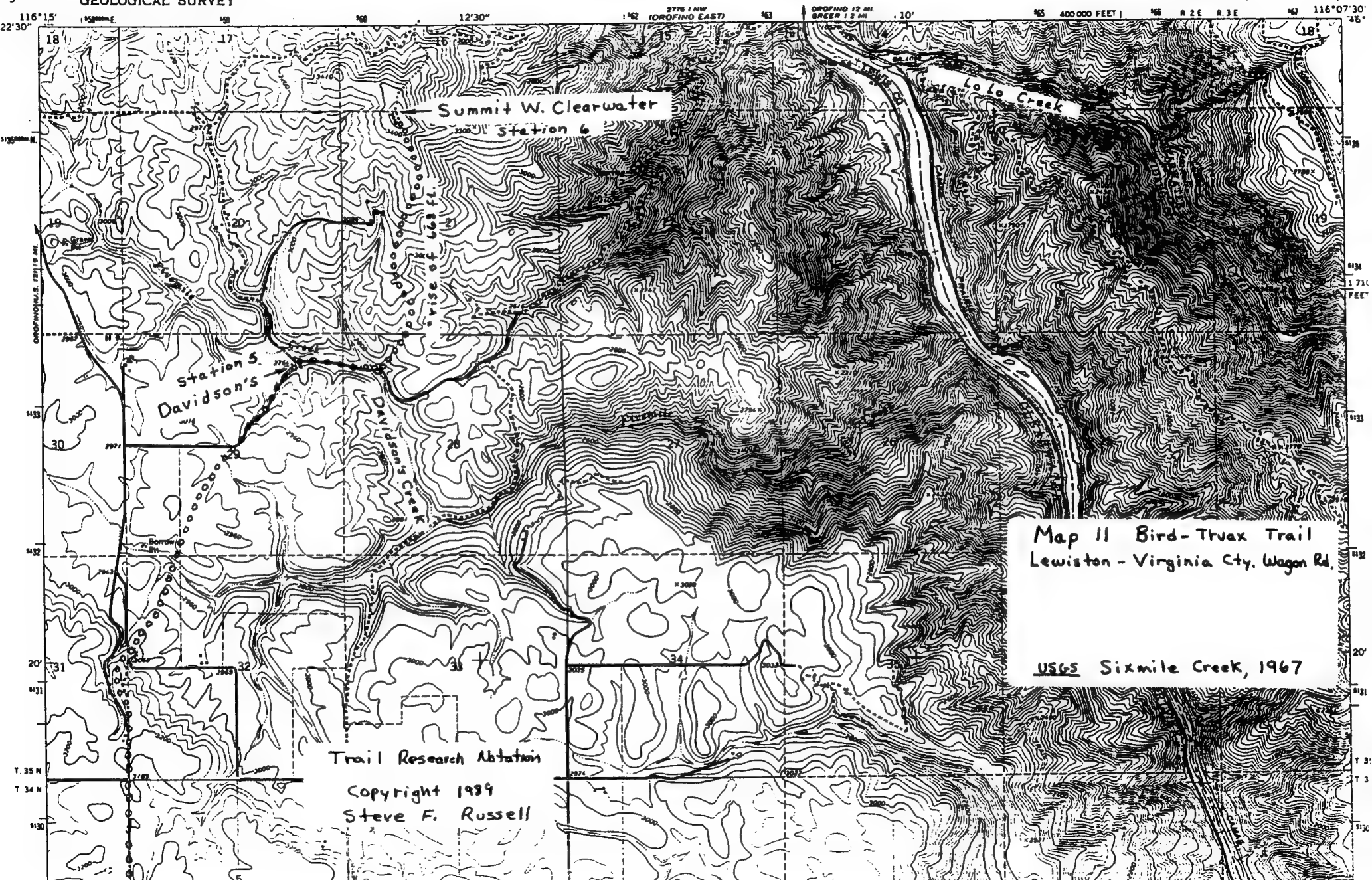
Map 10 Bird-Truax Trail  
Lewiston-Virginia Cty. Wagon Rd.

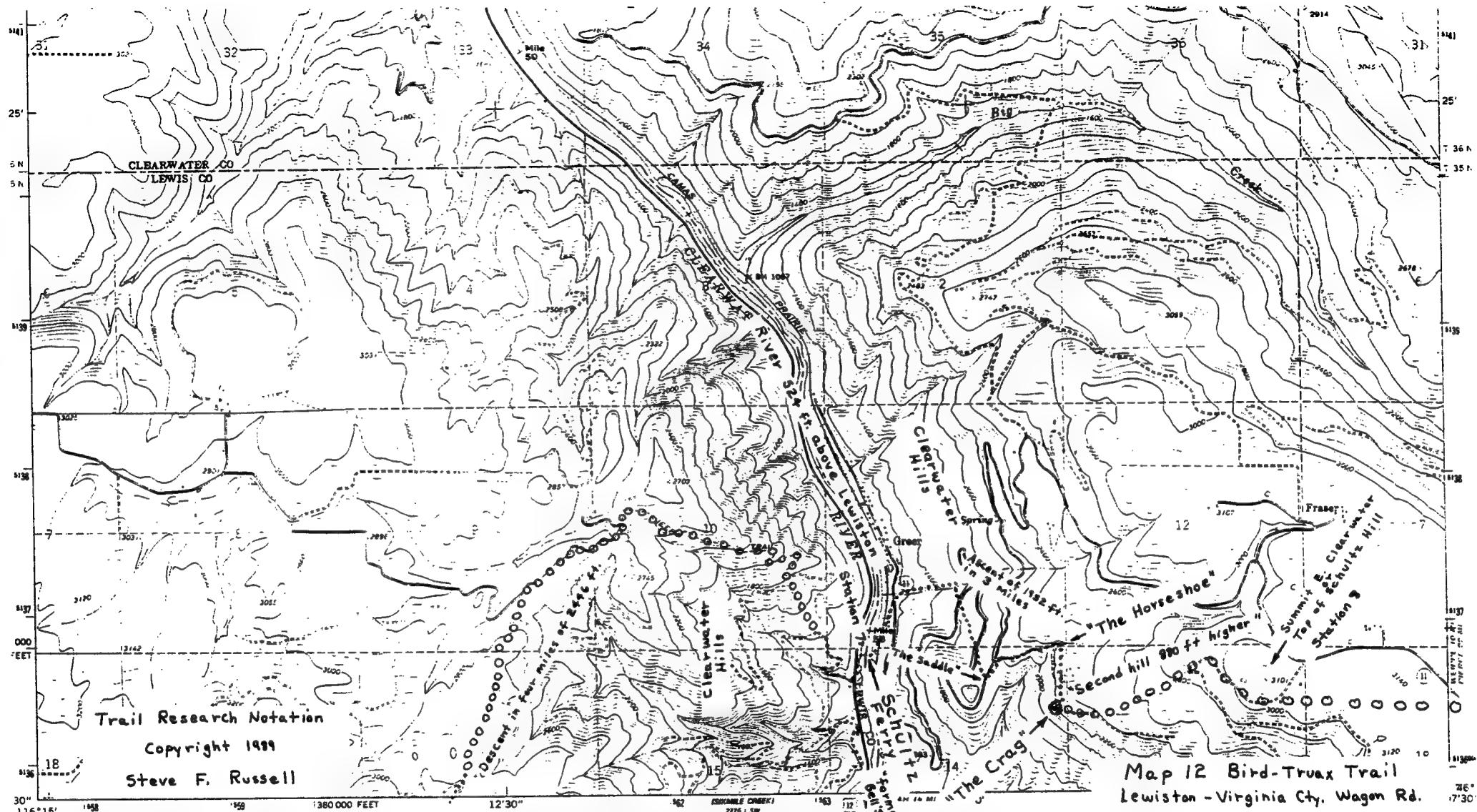
USGS Sixmile Creek, 1967



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GEOLOGICAL SURVEY

SIXMILE CREEK QUADRANGLE  
IDAHO  
7.5 MINUTE SERIES (TOPOGRAPHIC)





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Topography by photogrammetric methods from aerial photographs taken 1966 Field checked 1967

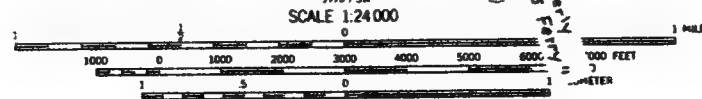
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west zone

1000-meter Universal Transverse Mercator grid ticks  
zone 11, shown in blue

To place on the projected North American Datum 1982  
move the projection lines 15 meters north and  
76 meters east as shown by dashed corner ticks

For and scaled (see indicator) enlarged from base

UTM GRID AND 1984 MAGNETIC NORTH-  
DECLINATION AT CENTER OF SHEET



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NATIONAL GEODETIC VERTICAL DATUM OF 1929

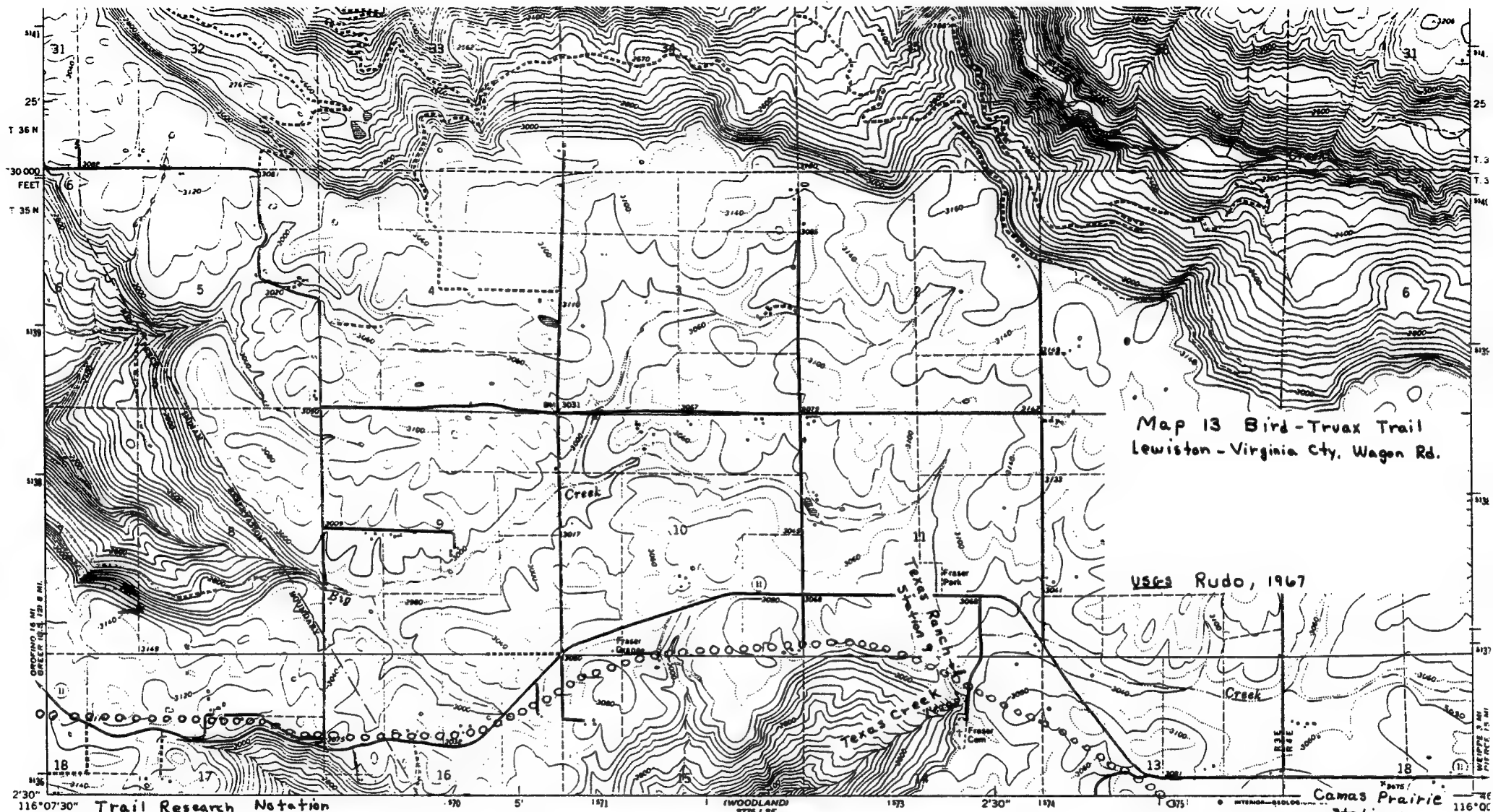
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092



USGS Orofino East, 1967

OROFINO EAST, IDAHO  
N4622.5-W11607.5/7.5

1967



Map 13 Bird-Truax Trail  
Lewiston-Virginia Cty. Wagon Rd.

USGS Rudo, 1967

Camas Prairie  
Station 10

Trail Research Notation

Mappi

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Polyconic projection 1927 North American datum  
10,000-foot grid based on Idaho coordinate system,  
west zone

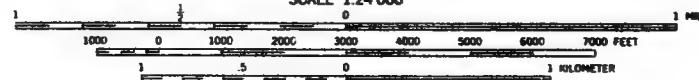
1000-meter Universal Transverse Mercator grid ticks,  
zone 11, shown in blue

To place on the predicted North American Datum 1983  
move the projection lines 15 meters north and  
76 meters east as shown by dashed corner ticks

Certain land lines are omitted because of insufficient data

UTM GRID AND 1984 MAGNETIC NORTH  
DECLINATION AT CENTER OF SHEET

SCALE 1:24 000



CONTOUR INTERVAL 40 FEET  
DOTTED LINES REPRESENT 20-FOOT CONTOURS  
NATIONAL GEODETIC VERTICAL DATUM OF 1925

ROAD CLASSIFICATION

Medium-duty ——— Light-duty ———

Unimproved dirt - - - - -

○ State Route



QUADRANGLE LOCATION

RUDO, IDAHO  
N4622.5—W11600.7.5

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A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown in purple and woodland compiled from

1967

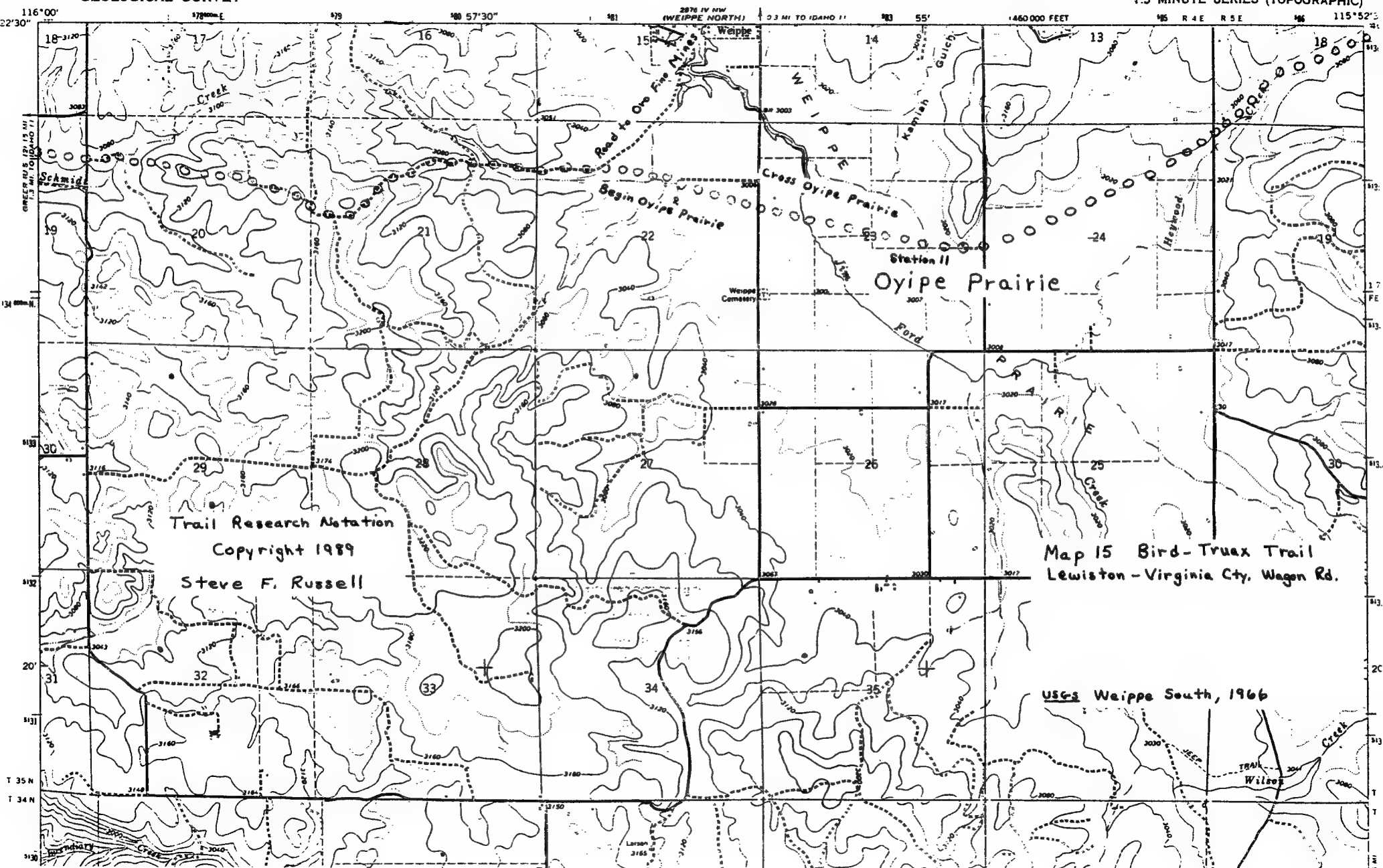


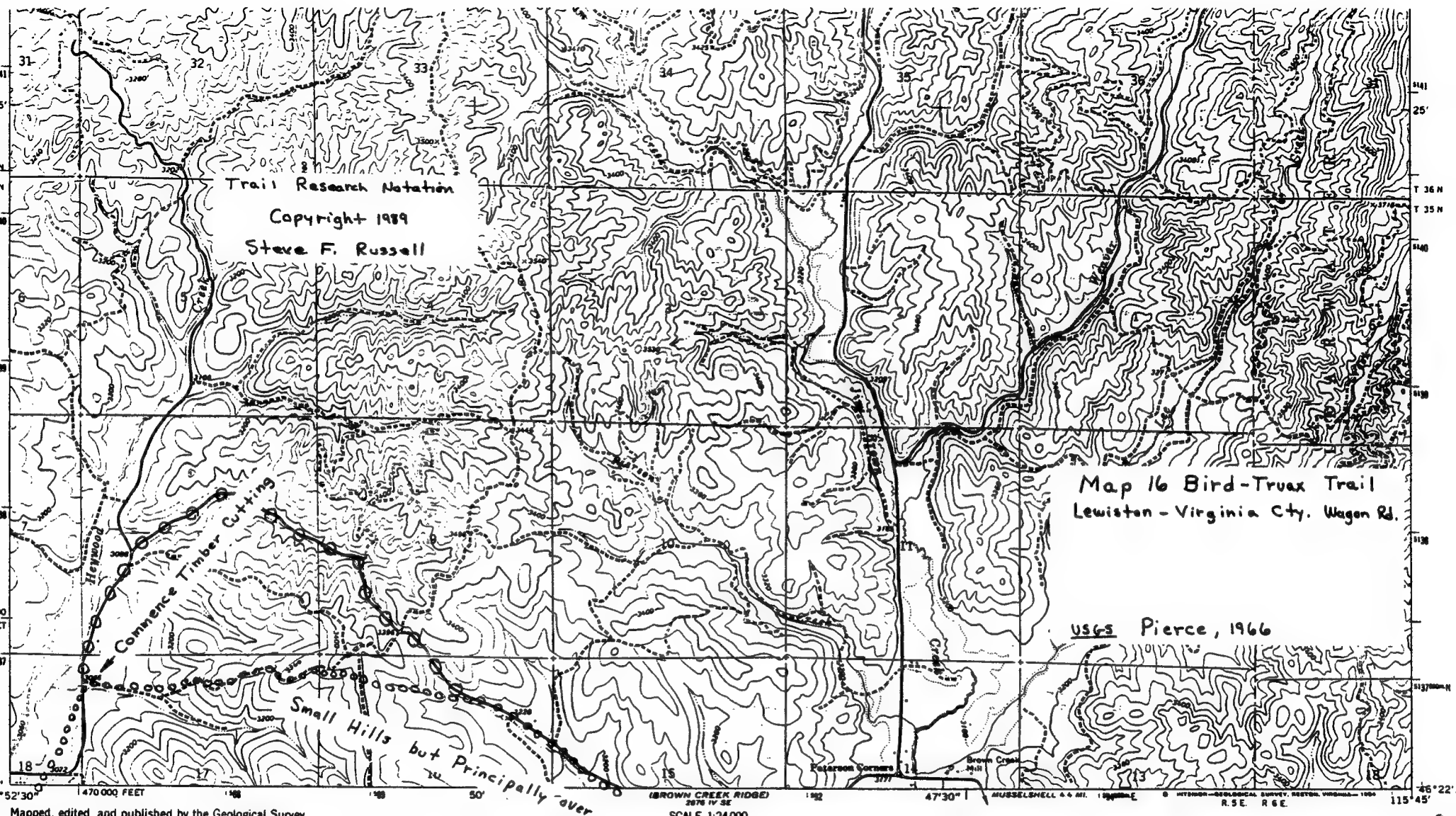




UNITED STATES  
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WEIPPE SOUTH QUADRANGLE  
IDAHO  
7.5 MINUTE SERIES (TOPOGRAPHIC)





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Topography by photogrammetric methods from aerial photographs taken 1963. Field checked 1966

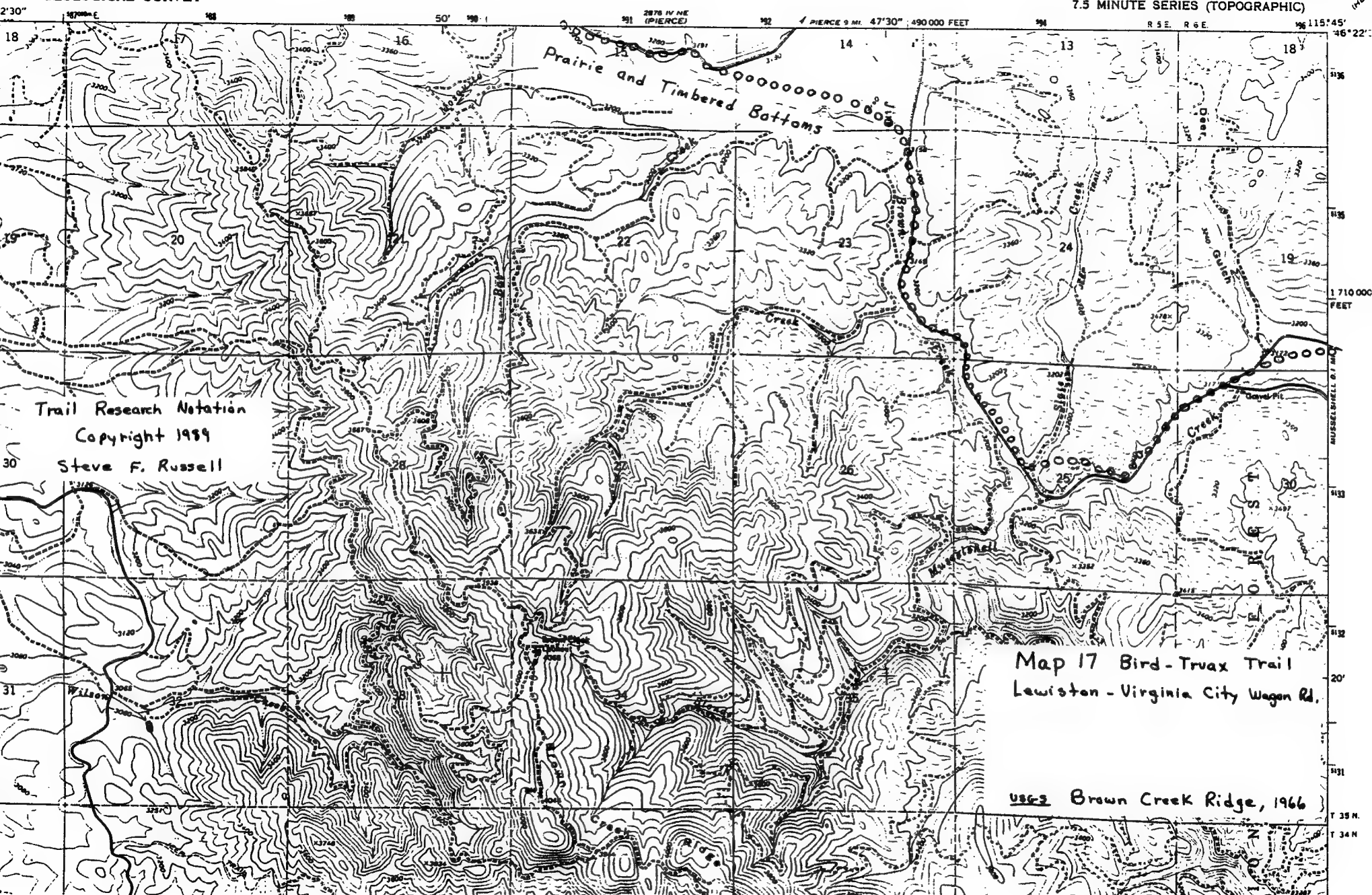
Polyconic projection. 1927 North American datum 10,000-foot grid based on Idaho coordinate system, west zone

1000-meter Universal Transverse Mercator grid ticks, zone 11, shown in blue

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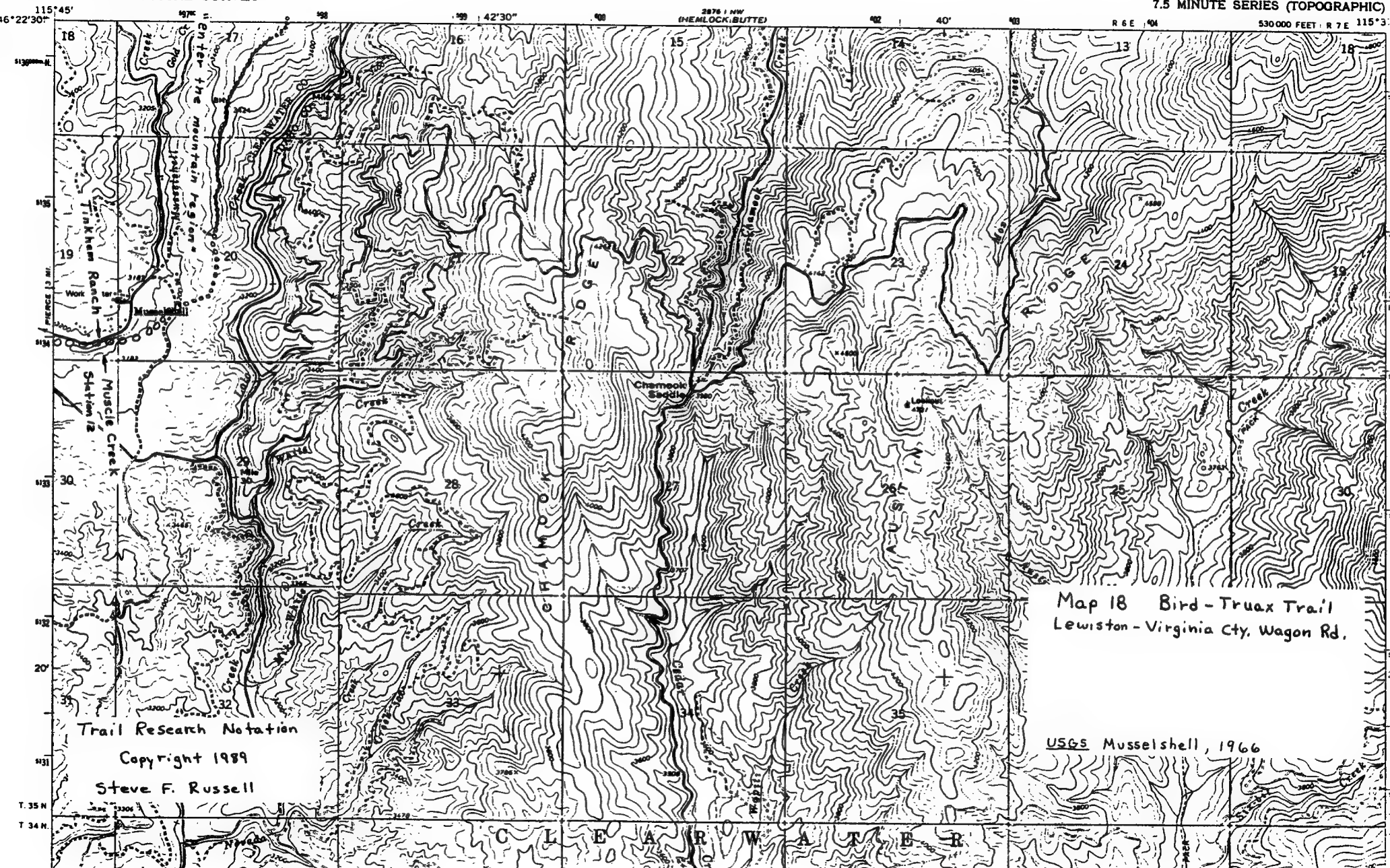
There may be private inholdings within the boundaries of

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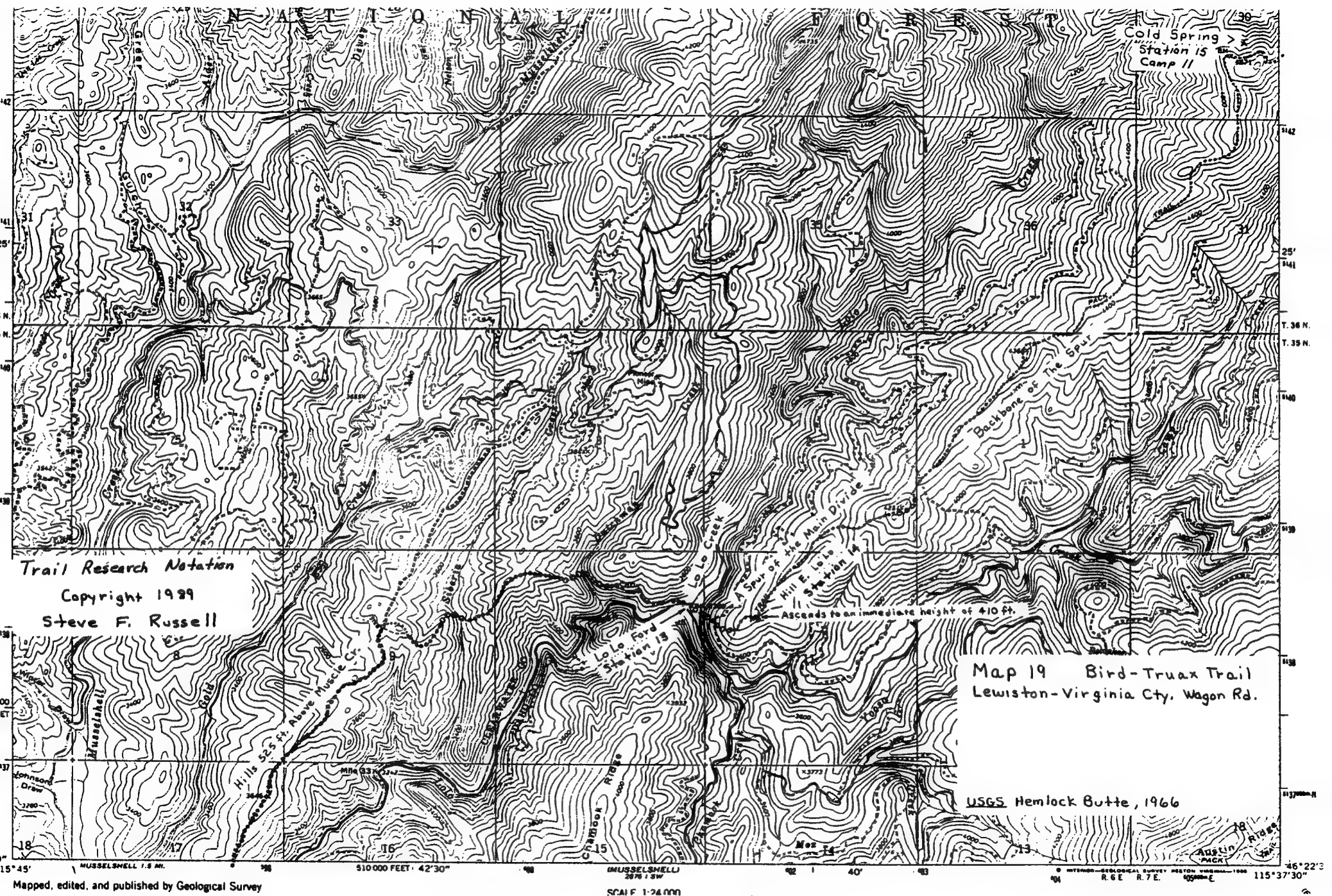


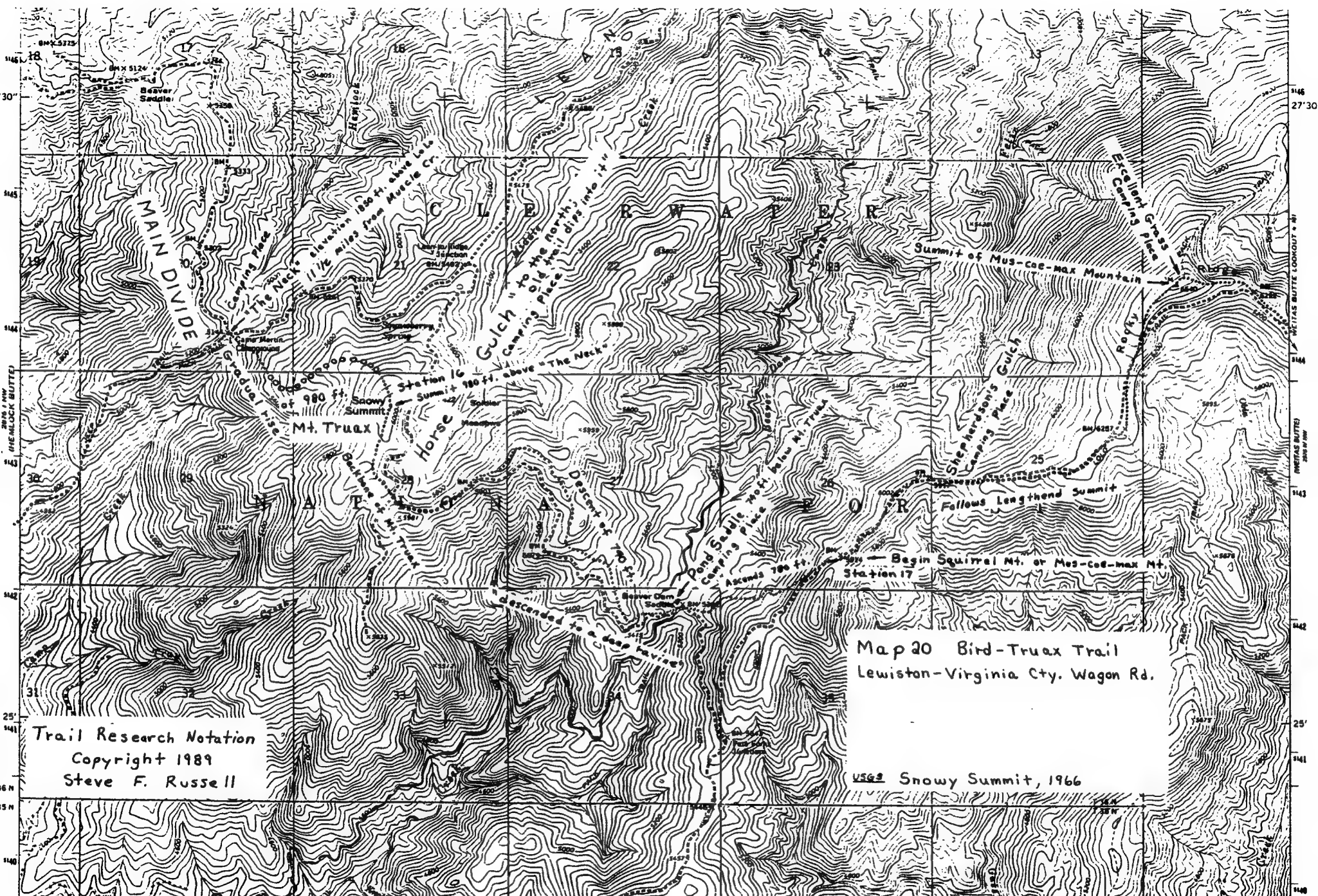
2876 IV NE  
(PIERCE)

46°22'3







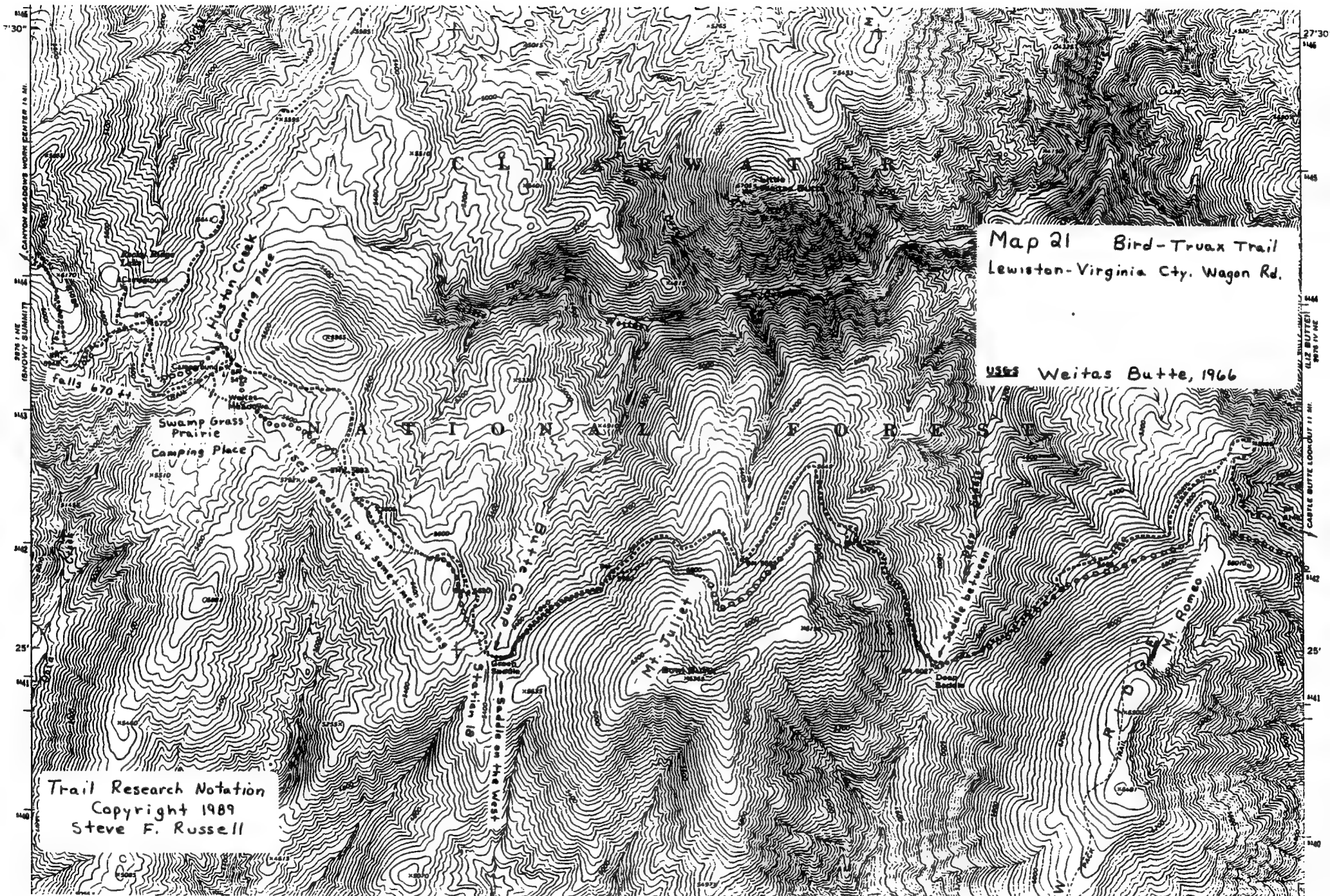


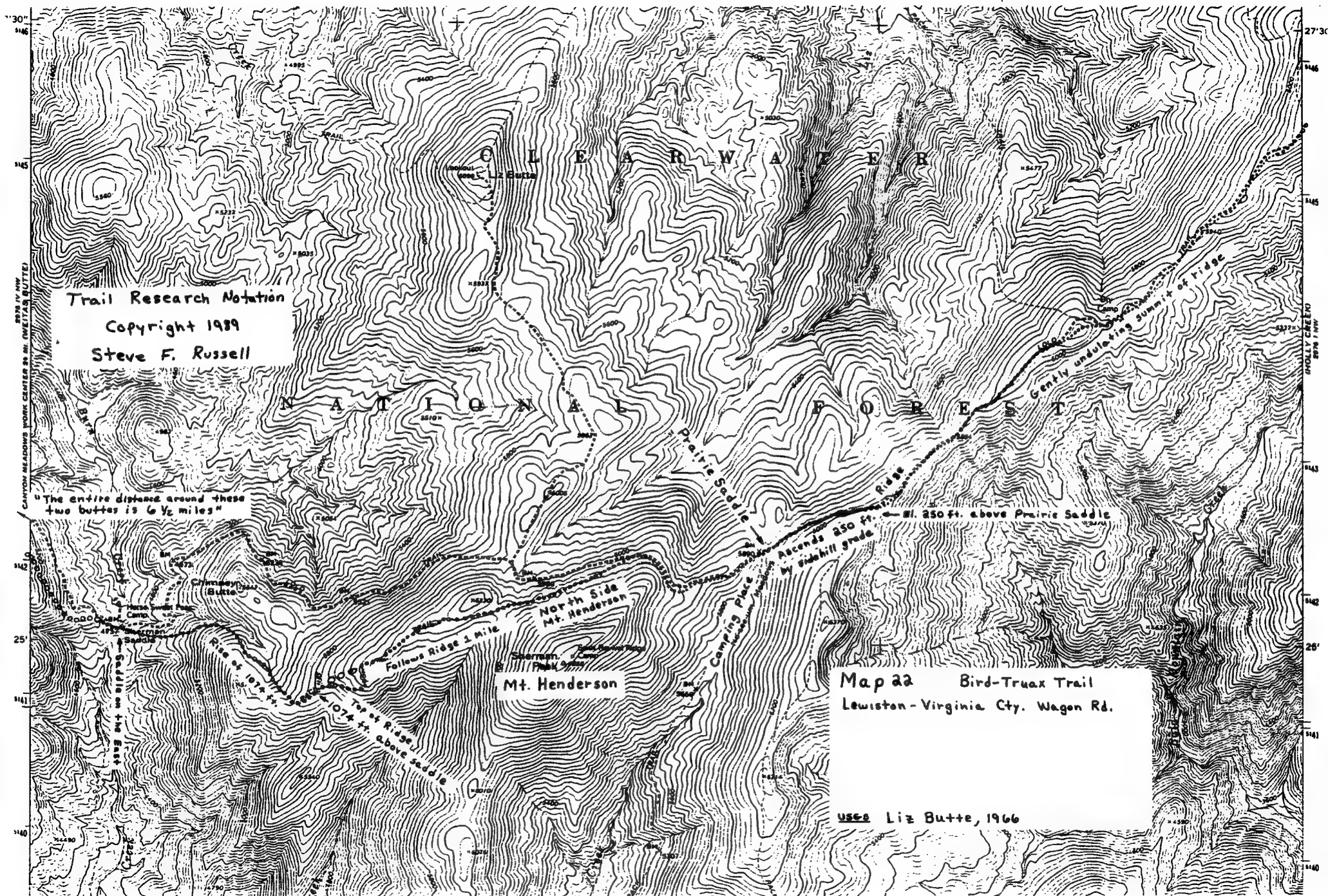
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Map 20 Bird-Truax Trail  
Lewiston-Virginia Cty. Wagon Rd.

USGS Snowy Summit, 1966







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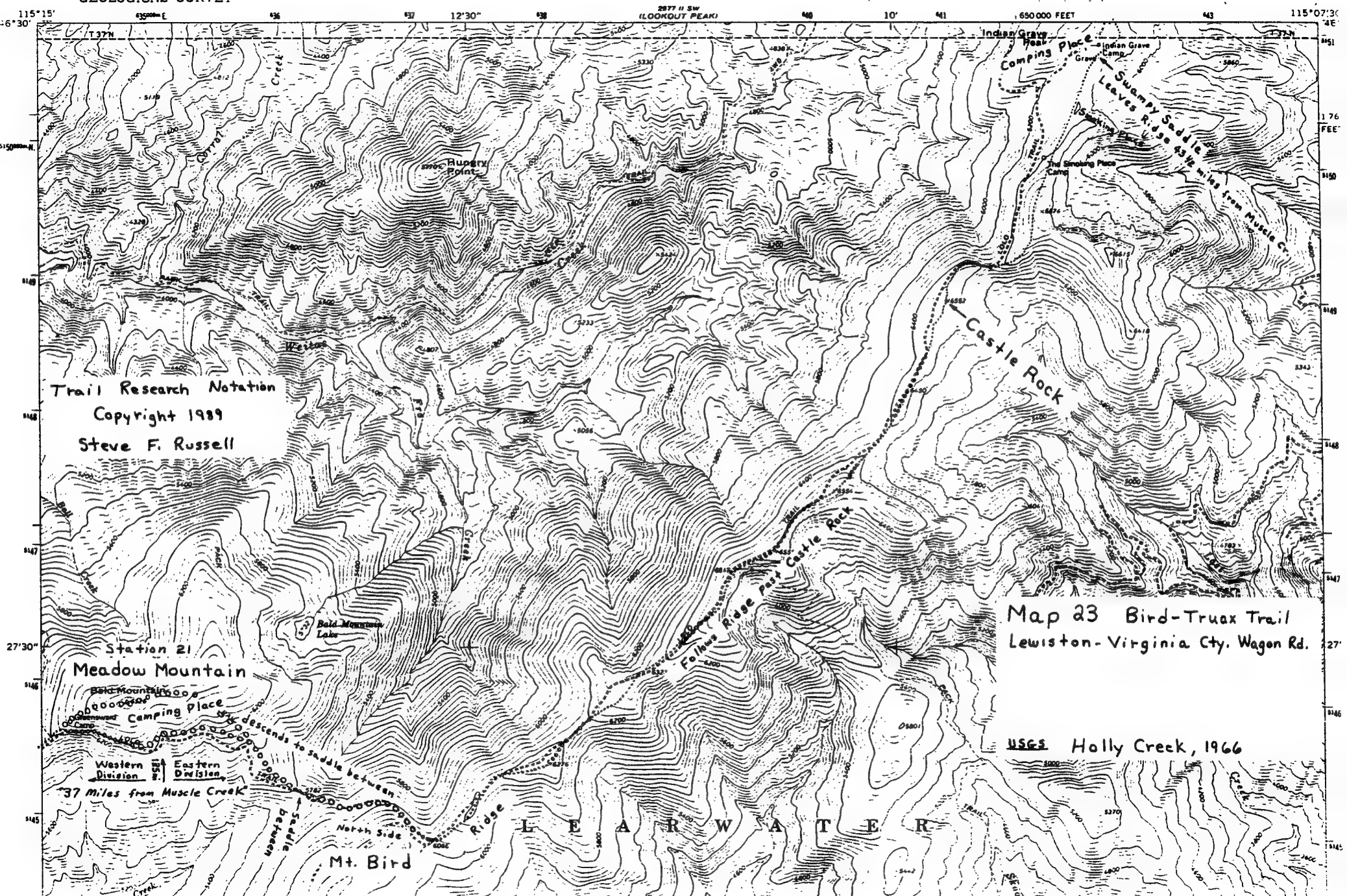
"The entire distance around these  
two buttes is 6 1/2 miles"

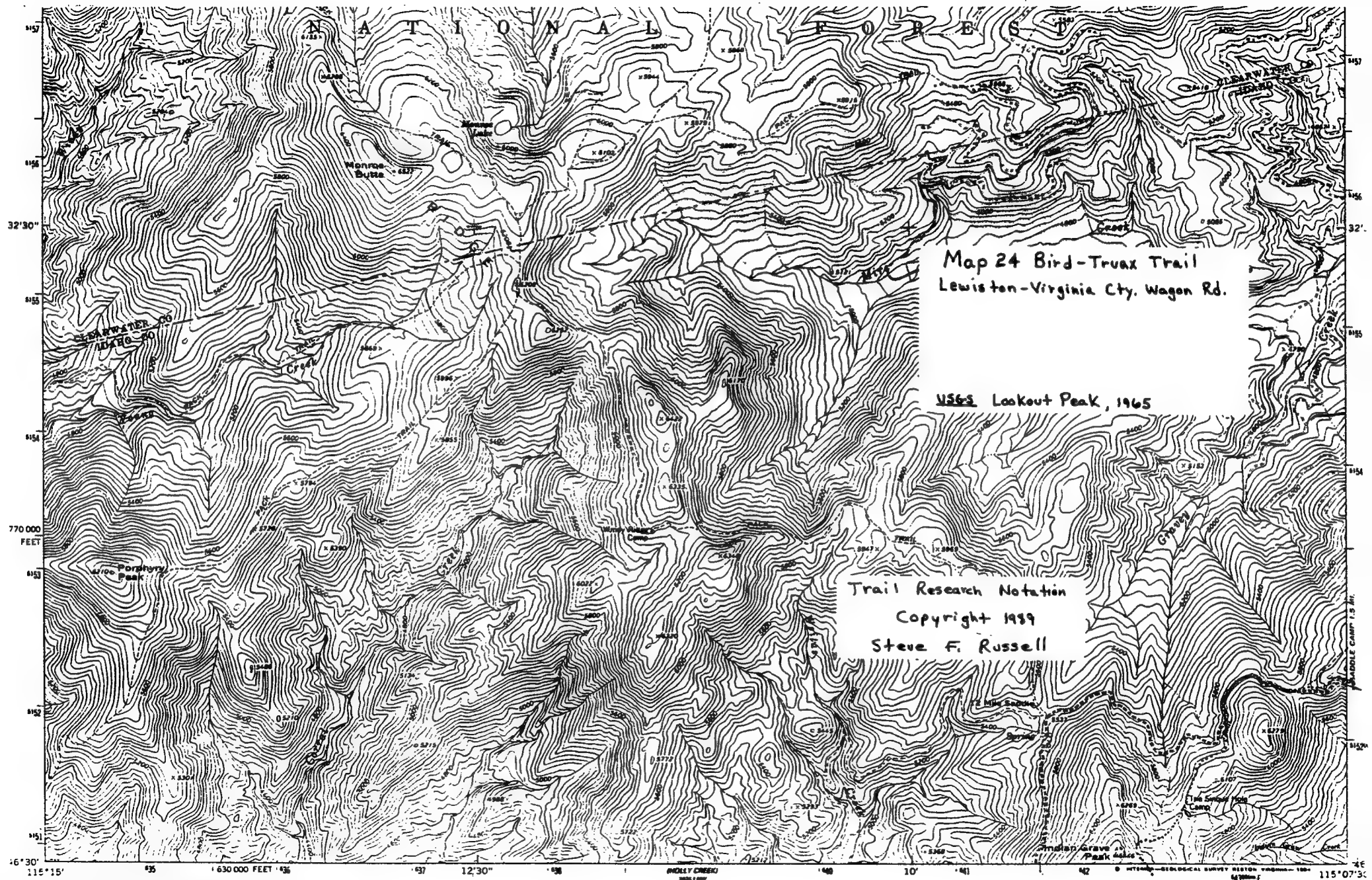
Mt. Henderson

Map 22 Bird-Truax Trail  
Lewiston-Virginia Cty. Wagon Rd.

USS-2 Liz Butte, 1966



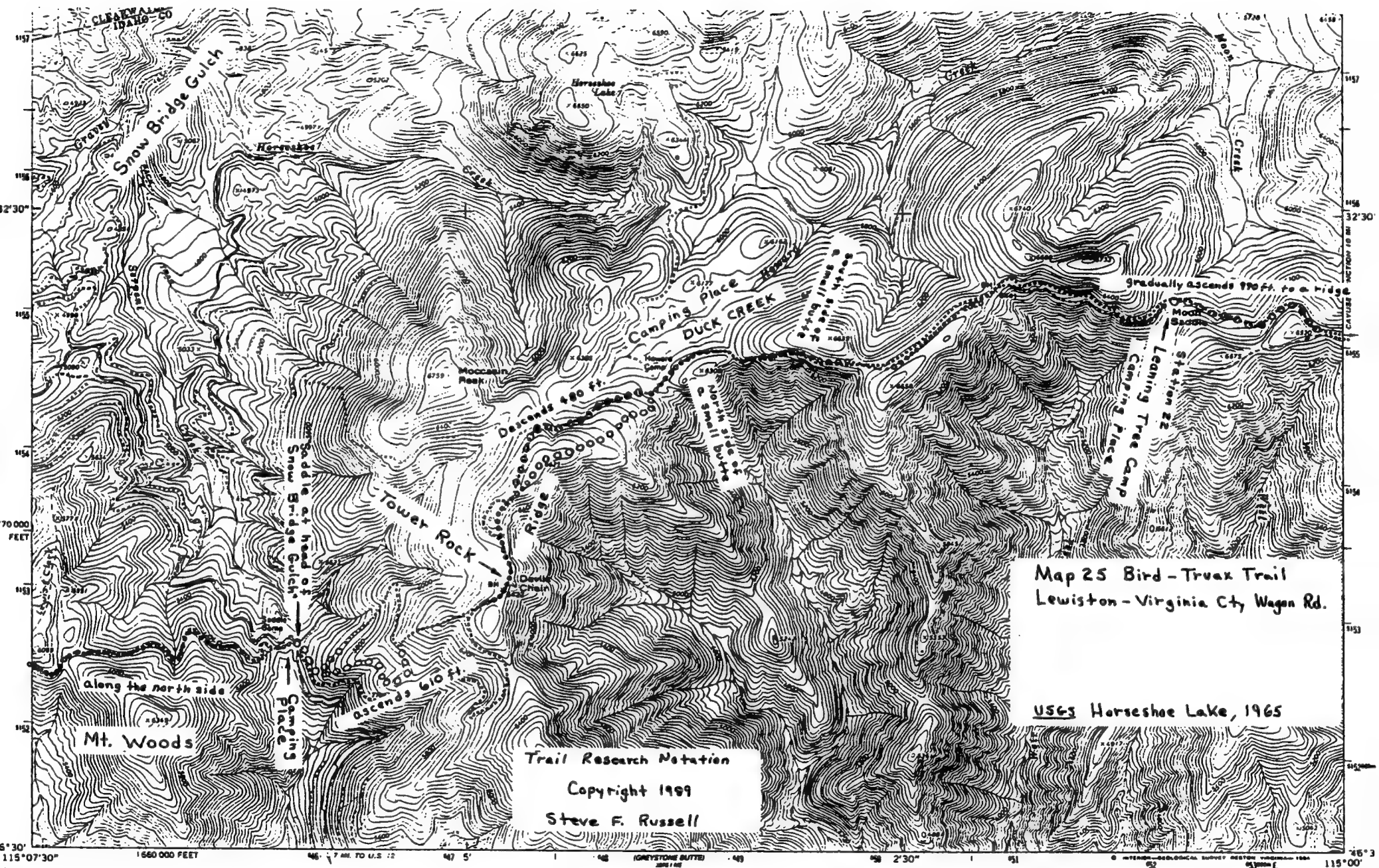




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 Topography by photogrammetric methods from aerial

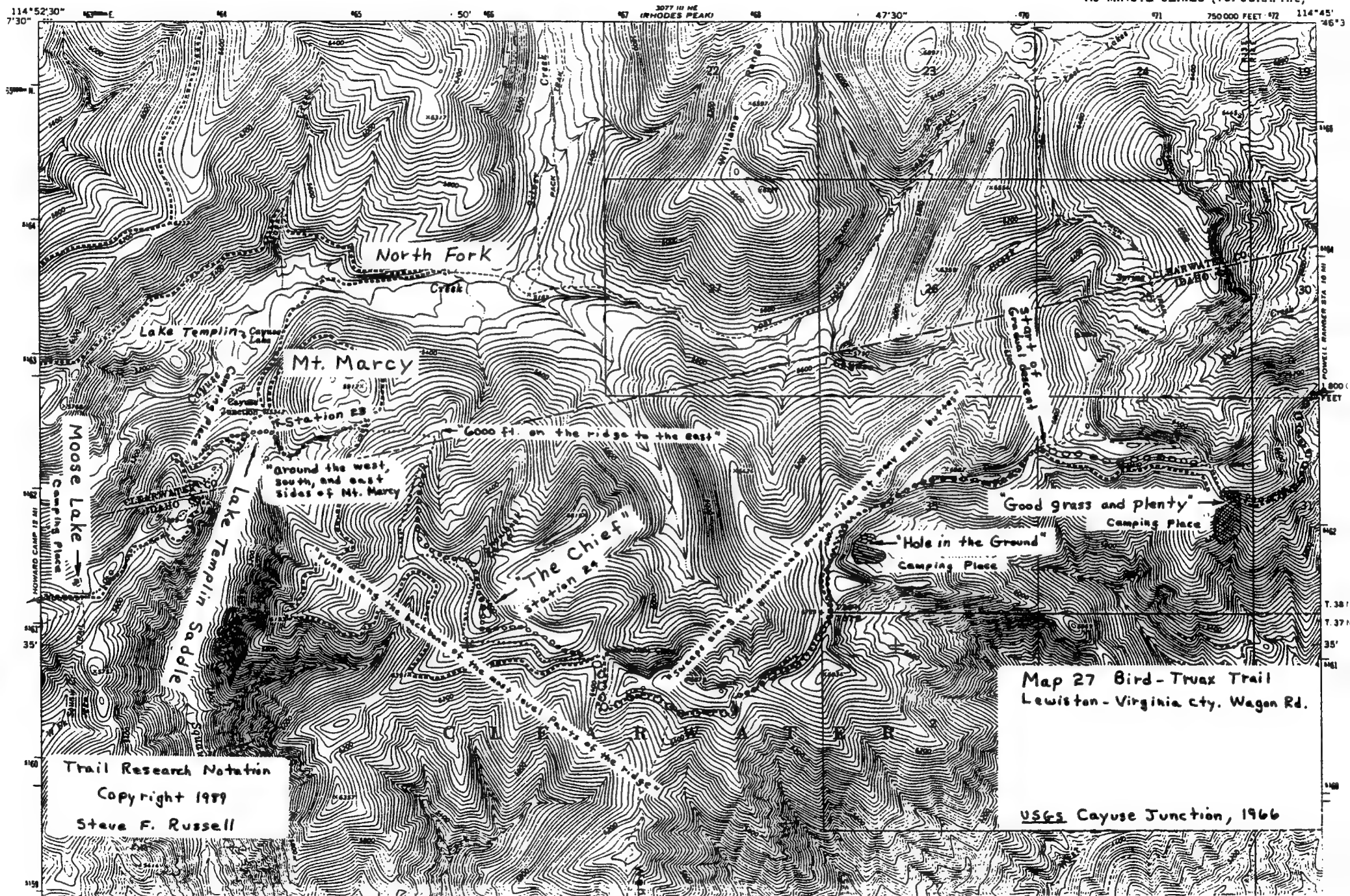
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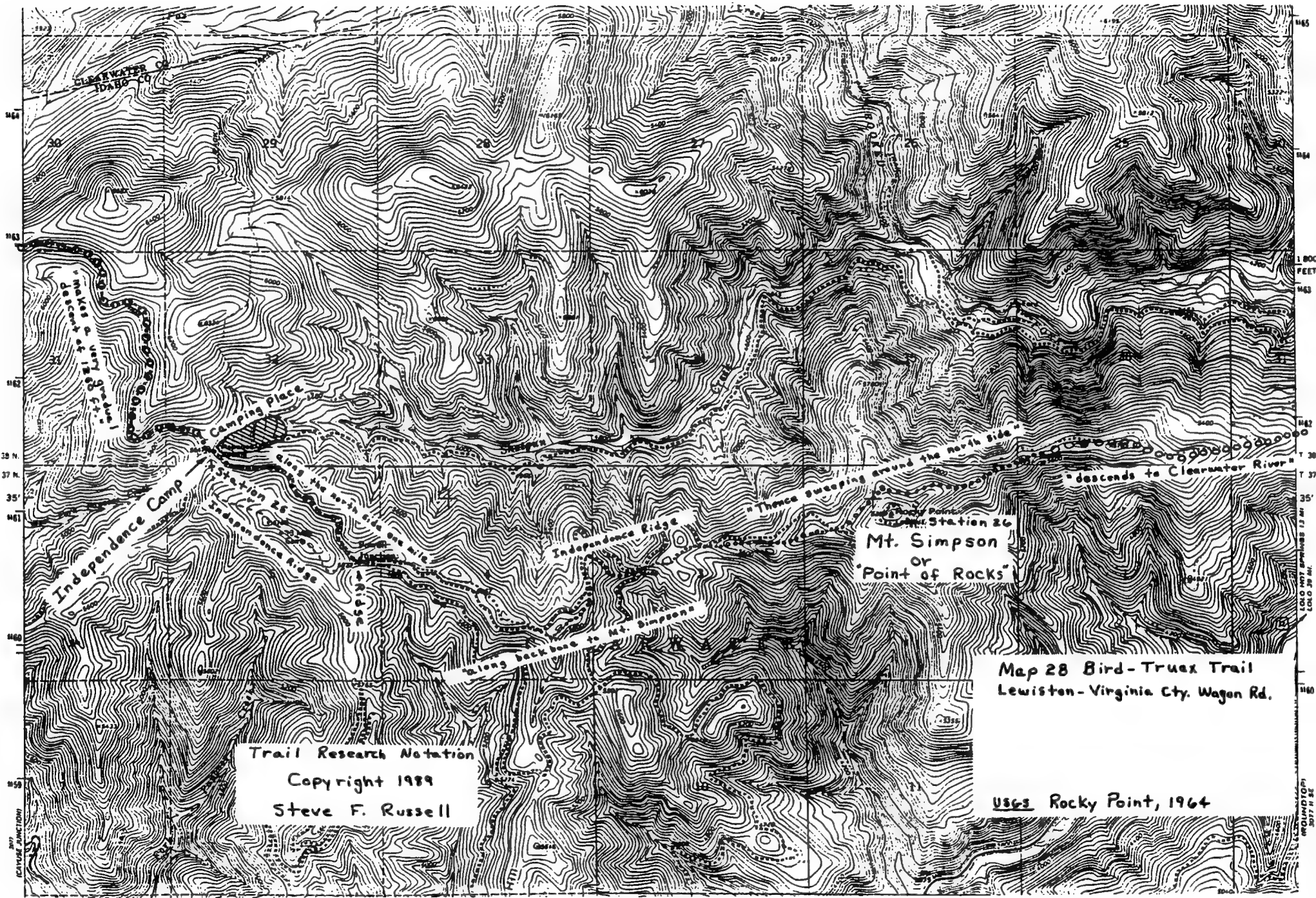
follows ridge with several ups and downs

Map 26 Bird-Truax Trail  
Lewiston - Virginia Cty. Wagon Rd.

USGS Indian Postoffice, 1966







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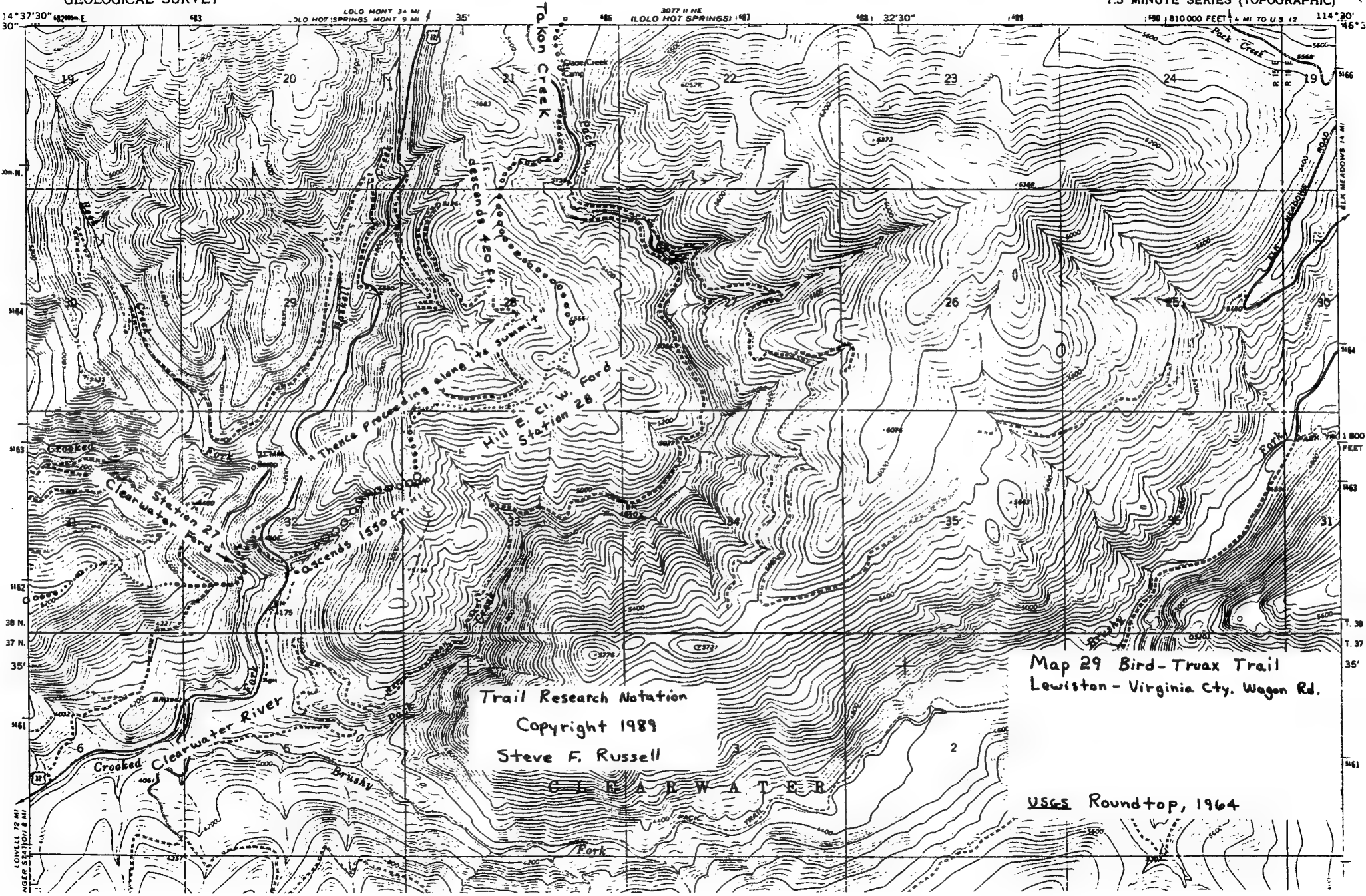
Map 28 Bird-Truex Trail  
Lewiston-Virginia Cty. Wagon Rd.

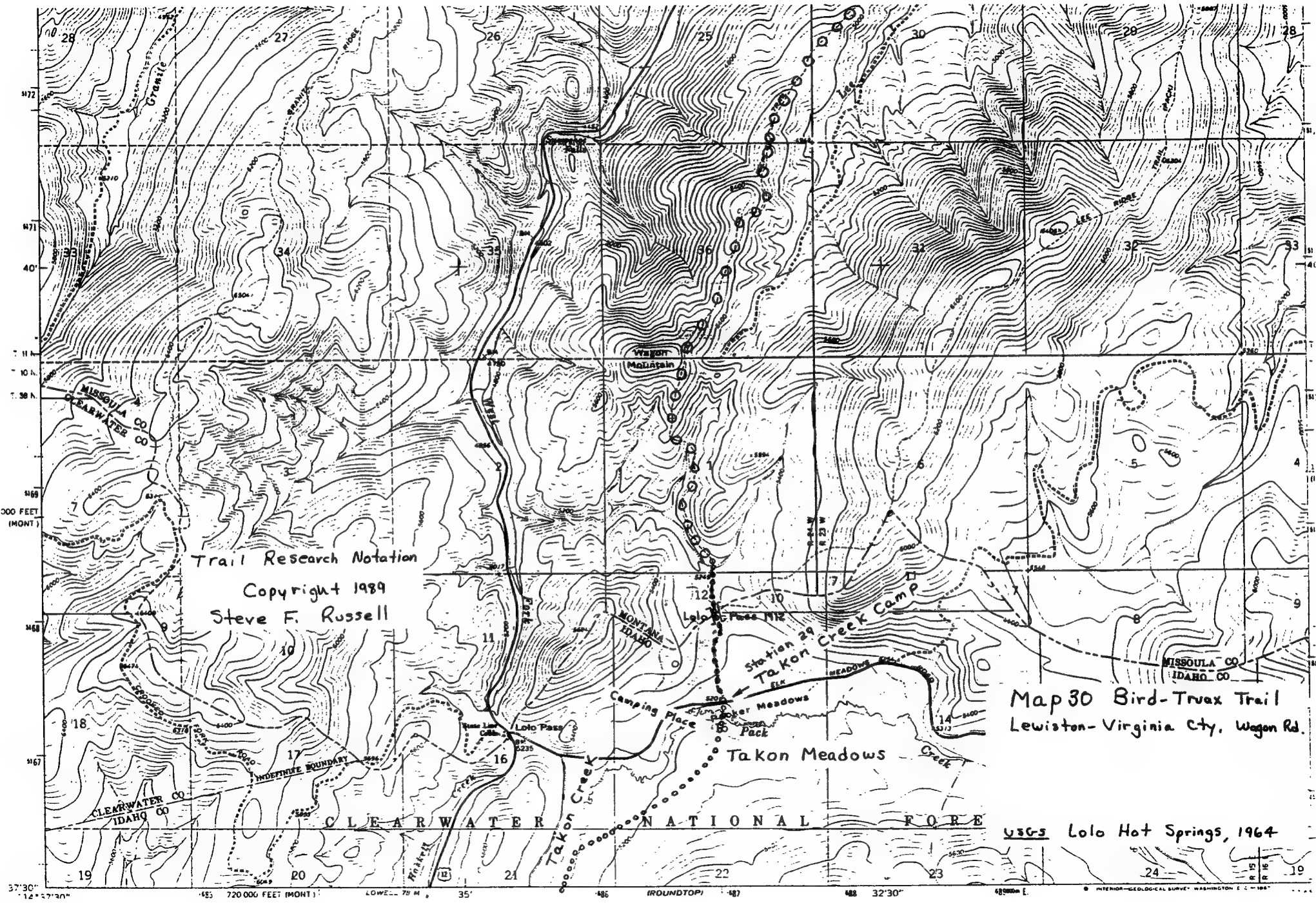
USGS Rocky Point, 1964

ROUND TOP  
3037 N 52'

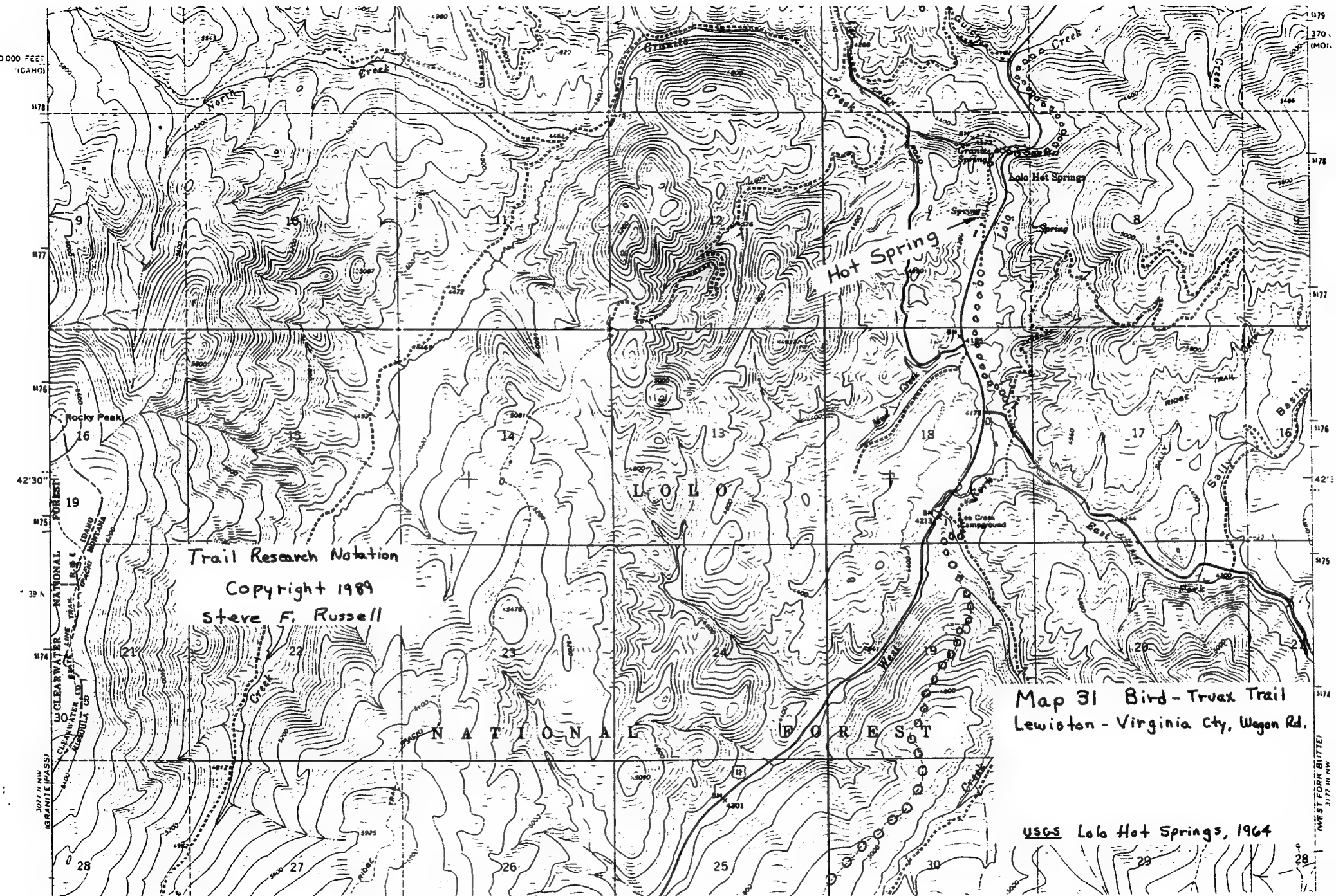


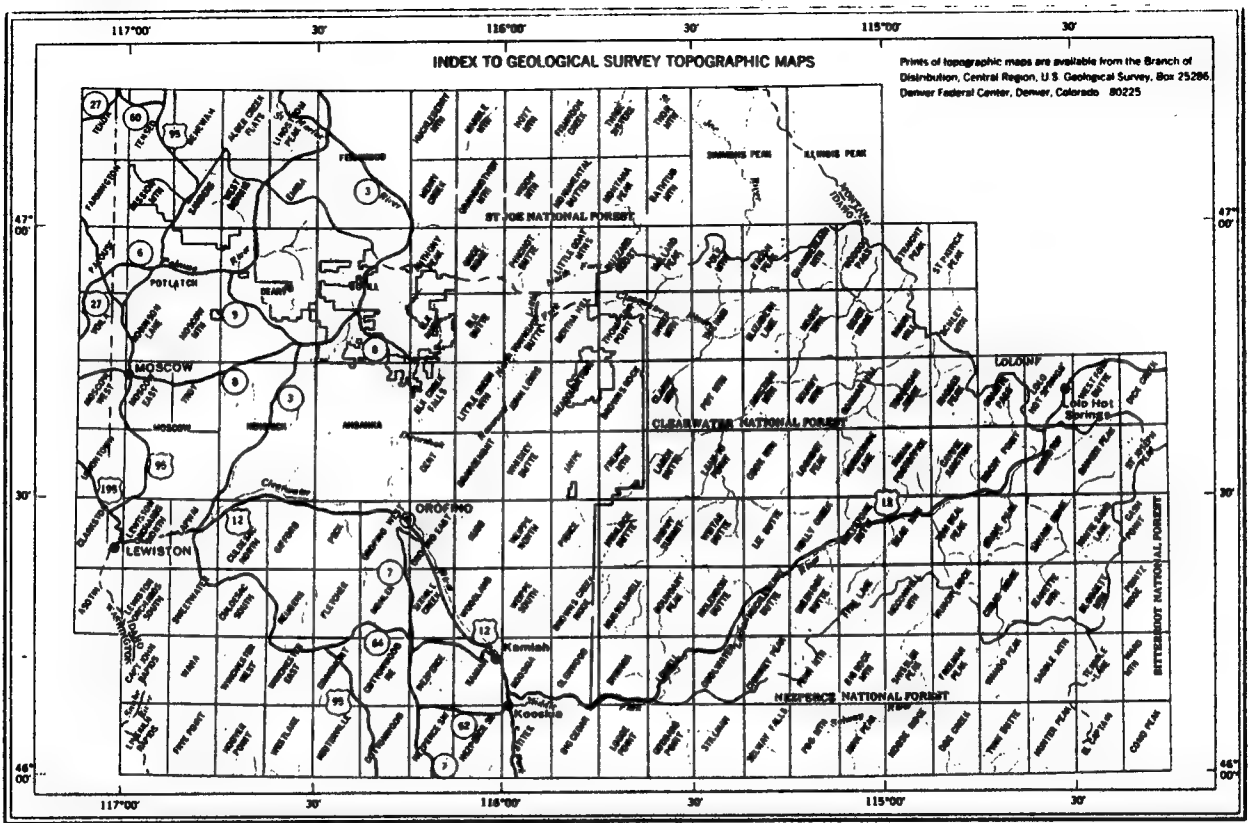
IDAHO-IDAHO CO.  
7.5 MINUTE SERIES (TOPOGRAPHIC)











SEPT. 1, 1986 REVISION OF TRAVEL RESTRICTIONS  
EFFECTIVE UNTIL SEPT. 1, 1988 OR UNTIL  
OTHERWISE EXTENDED OR RESCINDED

U.S. DEPARTMENT OF AGRICULTURE  
FOREST SERVICE  
R. MAX PETERSON, CHIEF

# FOREST VISITORS MAP

## CLEARWATER NATIONAL FOREST

### AND

### PALOUSE R.D. OF THE ST. JOE NATIONAL FOREST

### IDAHO

### BOISE AND PRINCIPAL MERIDIANS

1986

1" = 1 mile

Scale 1:128,720



- |  |   |  |   |
|--|---|--|---|
| <ul style="list-style-type: none"> <li>Forest Supervisor's Headquarters</li> <li>District Ranger Station</li> <li>Forest Service Station</li> <li>Located or Landmark Object, Airway Beacon, etc.</li> <li>U.S. Mineral or Location Monument</li> <li>Boundary Monument</li> <li>Mine, Quarry or Gravel Pit</li> <li>Helipad</li> <li>Gaging Station</li> <li>Cave or Cavern</li> <li>Forest Products</li> <li>Dam (Developed Water)</li> <li>Corral</li> <li>House, Cabin or other Building</li> <li>Schoolhouse</li> <li>Church</li> </ul> | <ul style="list-style-type: none"> <li>National Forest Boundary</li> <li>Adjacent National Forest Boundary</li> <li>State Boundary Line</li> <li>County Boundary Line</li> <li>Reservation Line</li> <li>Wilderness Area Boundary</li> <li>Special Area Boundary</li> <li>Permanent Lookout Station</li> <li>Permanent Lookout Station with Aeronautical Plumber on Roof</li> <li>Permanent Lookout Station and Horizontal Control Station</li> <li>Horizontal Control Station</li> <li>Point of Interest</li> <li>Sportsman's Access</li> <li>Shi Area</li> <li>Recreation Site, Forest Service</li> <li>Recreation Site, other than Forest Service</li> </ul> | <p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li>U.S. Highway</li> <li>State Highway</li> <li>Forest Route</li> <li>Primary Highway</li> <li>Secondary Highway</li> <li>Primary Access Route - Normally Suitable for Automobile Travel - Travel with Caution</li> <li>Improved Light Duty</li> <li>Unimproved Dirt</li> <li>Trail</li> <li>Historic or National Recreation Trail</li> <li>Railroad</li> <li>Power Transmission Line</li> <li>Pipeline or Conduit</li> <li>Ranger District Boundary</li> </ul> | <ul style="list-style-type: none"> <li>Lands Administered by Clearwater National Forest</li> <li>Adjacent National Forest Lands</li> <li>Bureau of Land Management</li> <li>State</li> <li>U.S. Army Corps of Engineers</li> <li>National Park</li> <li>Indian Reservation (Ownership not shown)</li> <li>Champion International</li> <li>Diamond International Corporation</li> <li>Potlatch Corporation</li> <li>Burkington Northern, Inc.</li> <li>Bennett Tree Farms, Inc.</li> <li>Recreation or Wild River</li> </ul> |
|--|---|--|---|

**TOWNSHIP AND SECTION LINE CLASSIFICATION**

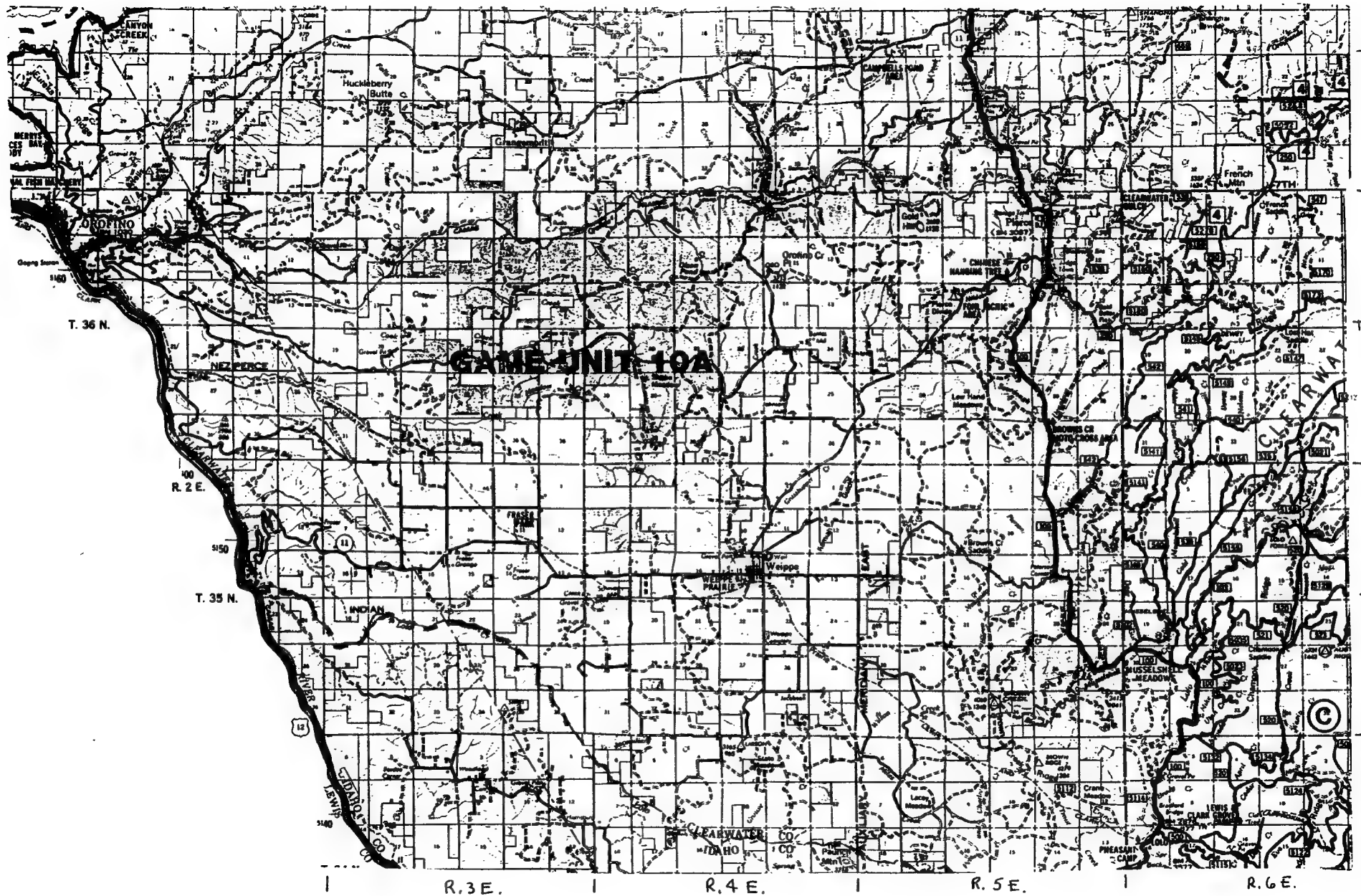
- Surveyed
- Unsurveyed, protection by BLM

#### FOREST SERVICE MAP

Base prepared in the Regional Office, USDA Forest Service, Missoula, Montana 59807 from USFS planimetric maps and U.S. Geological Survey topographic maps. Updated by Forest in 1986 and reformatted by the USFS Geomatics Service Center, Salt Lake City, Utah 84119. Ownership guides for lands other than FS provided by cooperators. The designation of land ownership other than FS does not imply the right of access.

4700 English Elevation  
1000 Metric Elevation  
Meters equal feet times 0.3048

Steve Russell  
1984

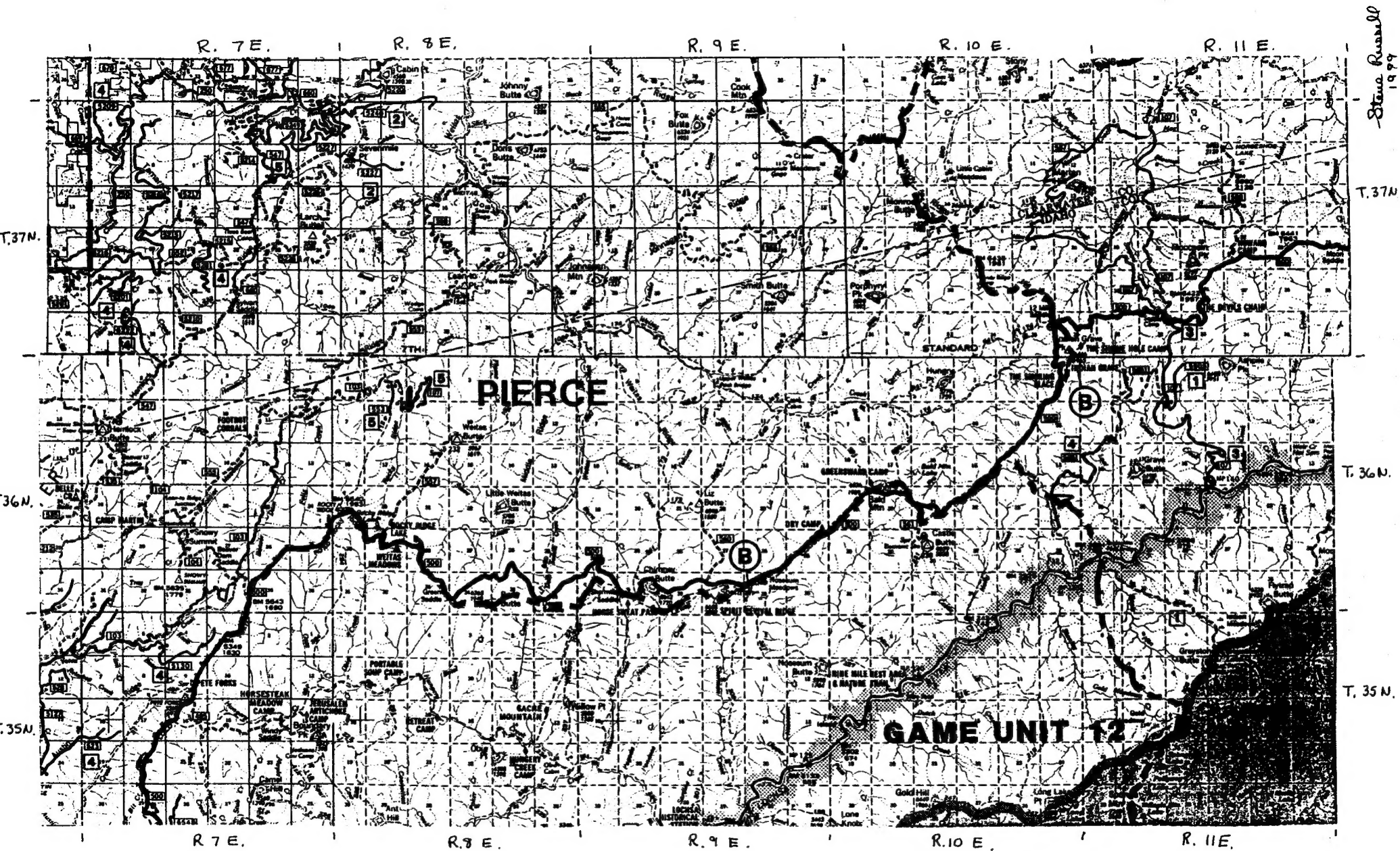


T. 37 N.

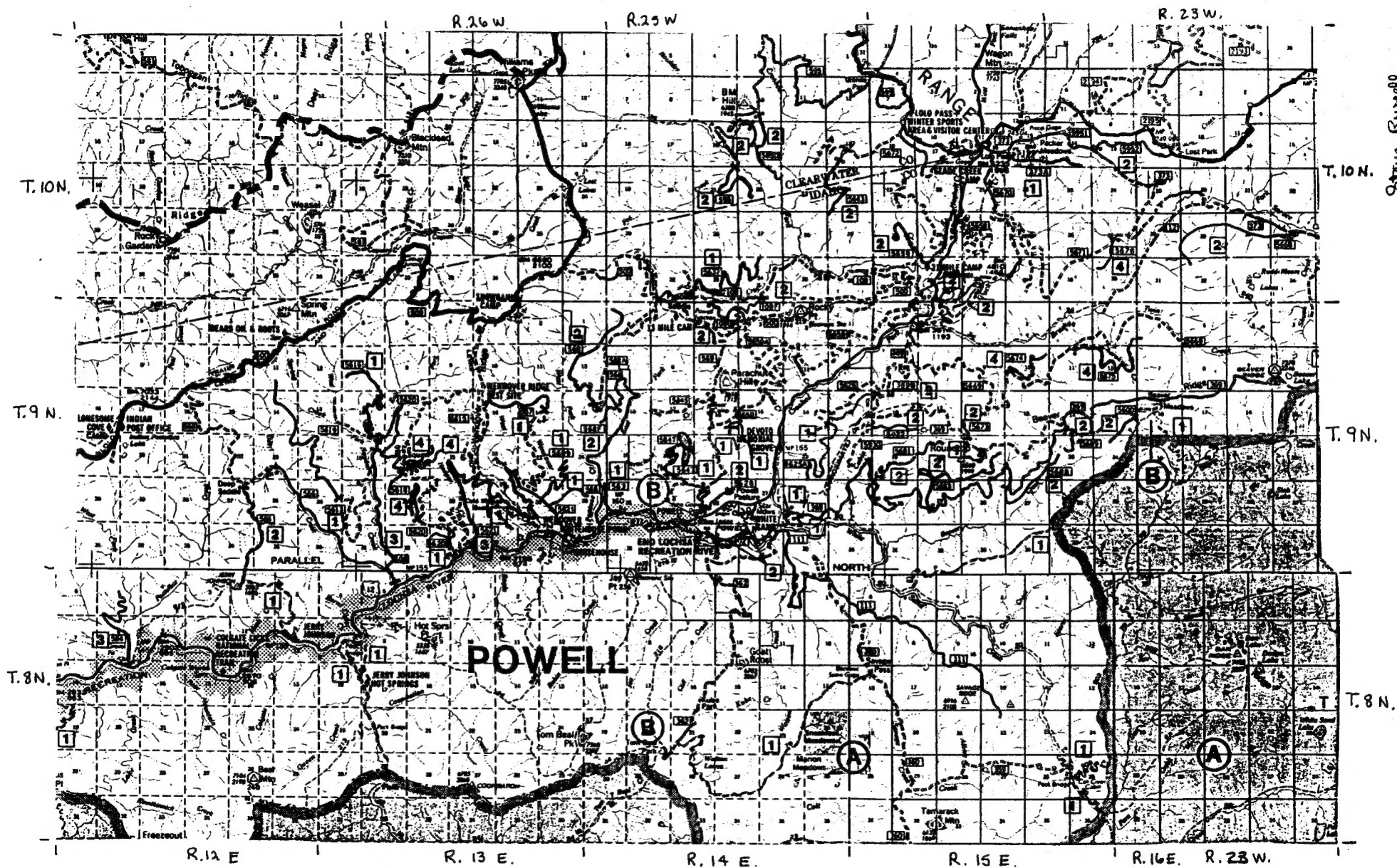
T. 36 N.

T. 35 N.

*Ethna Russell*  
1989







Steve Russell  
1989

**APPENDIX VIII. Following the Bird-Truax Trail**



